



Chicago Bicycle Users Survey Report

Draft Final Report

prepared for

**City of Chicago
Department of
Transportation**



prepared by



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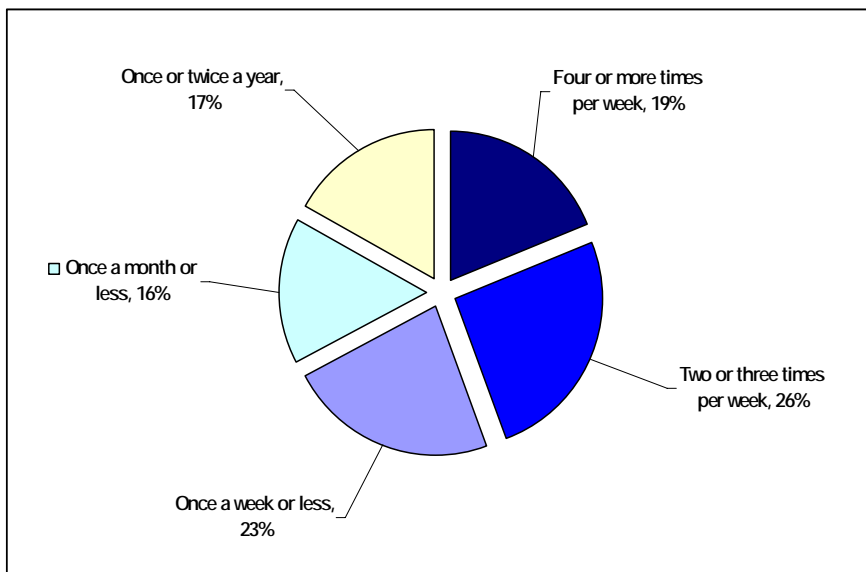
Executive Summary

Chicago is a city of almost three million people and over one million households. According to the 2003 Chicago Bicycle Survey, over half (54%) of these households are “bicycle friendly” that is contain at least one person who bicycles once a year or more. The 54% amounts to more than 573,000 households. This finding is remarkable since Chicago households are diverse in their make-up, and contain a wide range of household sizes, income levels and ages. Chicagoans have work, child care, and volunteer responsibilities and many leisure choices besides bicycling.



Of the 54% of Chicago households who own and use a bicycle often, 19% of the households have people cycling four times a week or more, and 26% have people cycling two or three times a week. Why are these Chicagoans currently riding bicycles?

Bicycling Usage by Active Cyclist Households in Chicago



Profile of the Chicago Bicyclist

The typical Chicago cyclist departs on bicycle trips from home and rides a total round trip of two to four miles. More than half of the time (52%), the purpose of the trip is recreational. Fitness (17%) is also a top reason for cycling. Most of the respondents have access to automobiles. The themes of exercise, health, fitness and pleasure emerged repeatedly during the bicycle survey.

The typical recreational bike trip from home used a combination of bicycle trails, bicycle lanes on streets, and neighborhood or side streets. Sidewalks were sometimes used as well. For the primary route, defined as the portion of the bicycle trip where the majority of the riding took place, Chicago cyclists most often cited bike paths or trails (30%) or neighborhood streets (29%). Some riders used bicycle or public transit to access a pleasant place to conduct their bike ride.

Chicago Bike Facilities Used

Investment in a variety of bicycle facilities has taken place in Chicago. These include off-street paths or trails, bike lanes, marked shared lanes, and recommended bike routes. Of these bike facilities, Chicagoans most often use bike lanes on city streets (23%), the Lake Michigan lakefront path or other official bike paths (22%), bike racks (17%) and bicycle signage (11%).

Key Influences on Bicycle Use

What influences Chicago cyclists to use their bicycle? The surveyed cyclists referred to good weather (58%) and getting exercise (52%) as motivators of cycling. They cite being attracted and bonded to bicycling by the thought of a route that avoids busy roads – stated by 46% of respondents. 33% of Chicago cyclists think that it is very important to have access to an off-street bike path to improve bicycling pleasure. 37% of cyclists said that they wanted to protect the environment and that bicycling is a way of participating in that goal.



Chicago cyclists were probed to discover why they were riding more than last year. Of those whose riding level increased, the reason was a greater desire for health and fitness. They also said that they wanted to reduce their auto dependency and improve the environment. If the cyclist was using their bicycle less than last year, the reason were typically a lack of time (37%) or the condition of their bicycle (13%). Some cyclists mentioned that they were not as fit as the previous year, sometimes due to a temporary physical change such as an accident, operation or pregnancy.

What to Build?

A set of themes emerged from the bicycle survey about what particular types of bicycle facilities they would like to see built. Improving the Lakefront Bike Path was a clear favorite - many people wanted to see it improved, widened and made safer for all recreational modes: runners, cyclists, and skaters.



Planning for Continuous Bicycle Networks and Connectors Building on the Lakefront Bike Path theme, Chicago cyclists want to see continuous bike networks including:

- ✓ More connectors between Chicago streets and the Lakefront (tunnels under Lake Shore Drive)
- ✓ More continuity in neighborhood bike facilities (bike lanes and other)

Programs for Safety and Security

Many facets of safety and security were mentioned by bicyclists including the desire for:

- ✓ Dedicated bicycle facilities
- ✓ Secure parking at the final or interim destination
- ✓ Selected bicycle education



Why Bicycles are Not Used by Chicago Cyclists

The reason a bicycle is not used for a trip was probed in the survey. Reasons given were:

- ✓ Distance (28%)
- ✓ Too much to carry (23%)
- ✓ Concerns about Traffic and Safety (15%)
- ✓ Weather (12%)

Pleasure

In the end, it is bicycle facilities that enhance recreation and personal pleasure that are the driving force behind increased cycling. Feeling good and being able to get outside safely and conveniently is a major part of what Chicago bicyclists want.



Chicago Department of Transportation 2005 Bicycle Survey

1. Introduction

1.1 Purpose of the CDOT Bicycle Survey

Chicago is a city with a strong commitment to bicycling. It is home to the beautiful Lakefront Trail which is over sixteen miles long, as well as to hundreds of miles of on-street bicycle lanes, access paths/tunnels to the Lakefront, and proposed and recommended bike routes. In 2005 Chicago saw the start of installation on

125 miles of bike route signage, which are now serving to promote bicycling even more extensively in the city. This milestone is the latest in a continuing program of bicycling-related improvements throughout Chicago and the region. Metra is now allowing bikes on commuter trains during off-peak periods; the Chicago Transit Authority (CTA) allows bikes on trains except for rush



hour times and some holidays. The CTA has also equipped its entire fleet of buses with exterior bike carriers, and provides indoor bike parking at sixty-eight rail stations to encourage cyclists to ride to transit. In the fall of 2004, Chicago installed its 100th bike lane and 10,000th bike rack, and the Millennium Park Bicycle Station, the first facility of its kind in the Midwest with secure, indoor parking for 300 bikes, showers, lockers, bicycle rental and repair. For these and other accomplishments, Chicago has earned national accolades, including being awarded a silver-level 2005 Bicycle Friendly Community designation by the League of American Bicyclists. Chicago also was identified as the best large American city for bicycling by Bicycling Magazine in 2001.



With the continued investment in the broad variety of bicycle facilities, the city of Chicago needed more information on the bicycling trips that are made in the city every day – why people are riding, where they begin and end their trips, which bike facilities they currently use, and what factors could influence their decision to bicycle more. To answer these questions CDOT commissioned the 2005 Bicycle User Survey. The objective of the survey was to provide an understanding of how the number of bicycling trips in the City of Chicago can be increased through investments in bicycling programs (such as education on how to carry packages on a bike) or facilities (such as bike paths or storage racks), and in particular investments in projects that

would encourage infrequent cyclists to cycle more often. The survey effort was led by the Chicago office of Wilbur Smith Associates (WSA) with survey design, management, administration and conduct provided by Resource System Group (RSG) and Applied Real Estate Analysis Inc. (AREA).

A comprehensive discussion of the survey methodology is presented in Section 2. Briefly, the Chicago Bicycle Users Survey was administered using a Computer Assisted Telephone Interview (CATI) method and offered the choice of completing the survey questions over the telephone or on-line. Two versions of the survey were programmed – a short version for non-cyclists which contained only demographic questions, and a longer version to collect cycling behavior details for respondents who currently use bicycle. The short version results are called the “universe” of respondents in this report while the long version is called the “cyclists”. The results of the short version were compared to the U.S. Census information in Chicago to gauge how well the universe of survey respondents matched Chicago residents’ characteristics.

Administration of the Chicago Bicycle User Survey took place between October of 2004 and October of 2005, during which time a total of 575 short surveys and 351 long surveys were collected.

1.2 Organization of the Report

This report is organized in five major sections:

1. Introduction
2. An overview of the survey methodology;
3. Summary of the Census Validation of Survey Respondents
4. Survey responses of Chicago cyclists; and
5. Summary.

Three appendices are provided to this report. Appendix A is the survey instrument. Appendix B is the detailed Census 2000 validation of surveyed households. Appendix C is a tabulation of the qualitative segment of the survey and provides all the comments provided by respondents to bicycle issues. The original survey data is available upon request.

2. Survey Methodology

2.1 Sampling Plan

The sampling plan was designed to ensure a representative sample of Chicago area households in the universe of respondents. As mentioned above, a computer-assisted telephone interview (CATI) approach was used to administer the survey, in which a random sample of Chicago residents were called and interviewed over the telephone. The telephone administration was carried out by AREA, Inc., a Chicago-based consulting firm.

To prepare the sampling plan, the City of Chicago was divided into eight distinct geographical areas: Central, South Lakefront, Southwest, Far South, North Lakefront, Near Northwest, Far Northwest, and West. These areas roughly correspond to official planning districts of City of Chicago Department of Planning and Development. It was estimated that a pool of at least 7,000 phone numbers was needed to achieve 350 full surveys of people 18 years old or older who either own or have access to a bicycle and who ride from once or twice a year or more. The source of the phone numbers for the survey administration was InfoUSA, a marketing resource service. Using their website, a random selection of phone numbers were collected by zip code for each of the eight geographic areas defined above. A total of 7,921 phone numbers were selected from InfoUSA.

The telephone numbers were placed in a database and randomly ordered to ensure a random call distribution. Those numbers that had been called but not answered were given priority over uncalled numbers in order to try and obtain a complete survey before moving on to the next random number. Unanswered numbers were called back up to six times before being removed from the call list. Weights were assigned to the numbers based on ZIP code to ensure a geographically representative sample. The weights were updated frequently based on the number of complete surveys in each ZIP code so that the geographic distribution of the sample “homed in” on the geographic distribution of the population.

A sample size of 350 cyclists was chosen to provide a balance between setting an achievable target sample that could be reached in a reasonable time frame but still give enough resolution in the data to draw clear conclusions. A sample size of 350 gives a margin of error of less than plus or minus 5.25 % at a 95% confidence level.

2.2 Approach

The survey approach used a web-based instrument developed and hosted by RSG, Inc. The survey instrument was available for completion in two forms – computer assisted telephone interview (CATI), or online via www.surveycake.com. During recruitment the potential respondents contacted by telephone were offered three options:

1. Completing the survey during that call
2. Being called back to complete the survey at a later time
3. Completing the survey online at their convenience

Those who selected the online option were sent an email invitation with a link and password to the online survey. The online instrument was identical to the instrument the interviewers used for the telephone survey, ensuring consistency between the two completion methods. Both the online form and the CATI form were available for completion in English or Spanish. For the CATI interviews, the interviewer was able to select the language in which to proceed. Online respondents were asked to select their preferred language before starting the survey. All responses from both survey forms and both languages were recorded in a single database, and number selection, call back prioritization, and weighting of numbers were controlled by the same database.

RSG developed a web-based tracking page that was connected to the database to provide real-time survey results to project team members. The tracking page included statistics on the number of call attempts made, the number and type of completed surveys, and the number of available phone numbers remaining. Tabulations of respondent income, gender, and trip purpose were provided for complete surveys.

2.3 Survey Population

With the universe of responding households in the background, the survey team focused on reaching households that contained one or more cyclist. These households, and the cyclists within them, were the target population for the Chicago Bicycle User Survey. All occasional cyclists who might make additional bicycle trips or switch some existing auto, walk, or transit trips to bicycle trips if the proper facilities, education, encouragement or public information were provided were included in the sample. Cyclists were defined for the purposes of screening respondents to the survey as those who:

- Own or have access to a bicycle.
- Ride at least once a year.

The survey excluded non-bicyclists. The proportion of respondents called who met the screening criteria allowed the proportion of cyclists from the general population to be estimated. The demographic, economic and ethnic/cultural information collected from survey respondents allowed comparisons to be made between the cycling and the non-bicycling populations of Chicago.

2.4 Survey Questionnaire

As mentioned above, two forms of the survey questionnaire were developed – a short version for everyone in the responding non-cycling households and a long version for cyclists. The long survey contained questions regarding the respondent's bicycling habits as well as demographic questions, while the short survey for non-cyclists asked only the demographic questions.

The long survey consisted of four main sections:

1. Recent bicycling trip description

2. Recent non-bicycling trip description
3. Factors affecting changes in bicycling behavior
4. Demographics

The recent bicycling trip questions asked respondents to focus on their single most recent bicycling trip to avoid talking in “generalities” or providing the type of responses they thought the interviewer was looking for. The questions in this section obtained information about the respondent’s trip origin, destination, purpose, distance, duration, and their reasons for choosing bicycle as their mode of transportation. Additional questions asked respondents to describe the type of route they traveled on, and which bicycling features or infrastructure they used during their trip.

The next section asked respondents to describe a shorter, non-bicycle trip that potentially could have been a bicycle trip. In a similar way as before, questions were asked about the trip origin, destination, and purpose. Respondents were also asked why they did not bicycle for this trip and why they chose to use the mode of transportation that they did.

Following the non-bicycle trip description were questions asking respondents to describe which factors most influence their bicycle behavior. Respondents were asked to rate on a scale of 1 to 5 the importance certain factors have in influencing their decision to bicycle rather than use another mode of transportation. Such factors included weather, length of trip, facilities and features available, personal health, and others. This section also asked respondents to compare their cycling habits from this year to last year, and why their habits changed, if they did.

The last section of the survey contained questions about the respondent’s age, race, employment status, household size, household income, and number of household vehicles. This section also contained an open-ended comments box where respondents were able to provide additional input on bicycling in Chicago.

2.5 Survey Administration

AREA advertised for paid survey interviewers using a variety of venues, including listservs and physical bulletin boards, as well as calls to Hispanic organizations and word-of-mouth. Specifically, notices were sent to be placed on listservs and bulletin boards to:

- University of Illinois at Chicago
- Roosevelt University
- Columbia College
- DePaul University
- Actors Equity Chicago
- Latinos United
- Little Village Chamber of Commerce
- National Council of La Raza – Chicago office
- The Pilsen Alliance
- Rafael Cintron-Ortiz Cultural Center
- Latin American Recruitment and Educational Services

AREA was specifically interested in people who had some experience in public or customer contact and/or with surveys and phone interviewing. Overall, through both phases of the survey, 19 interviewers conducted the survey, although there was a wide range in the number of calls made and number of surveys completed by each interviewer. The majority of interviewers were graduate students. Although many were residents of the city of Chicago, not all were. A few were bicycle enthusiasts. Based on preference of the interviewer and whether or not he or she had simultaneous telephone and internet access at home, surveys were conducted either in the AREA office or at the interviewers’ homes. Overall, about 60% of the surveying was done from the AREA office.

2.6 Interviewer Training

AREA held twelve in-person training sessions with all prospective interviewers, augmented by written instructions. Following the training sessions, which were administered in small groups as well as one-on-one, the interviewers were given the opportunity to review the on-line survey instrument, to conduct dummy interviews with friends over the phone, and to ask questions of AREA staff.

AREA provided continued support, encouragement and oversight as the interviewers worked. They were given AREA staff phone numbers to call at any time if they had questions while they worked on the survey. In addition, AREA staff kept in close contact with interviewers via e-mail and phone calls at least once a week, and often much more often. Because much of the survey was conducted from the AREA office, staff were able to keep in personal contact with many of the interviewers several times during the week.

A sizeable number of bilingual interviewers were recruited by AREA. These interviewers used a website version of the survey set up specifically so that they could conduct interviews either in English or Spanish. Phone numbers from zip codes with high concentrations of Hispanic population were associated with the bilingual website. Because one of the interviewers was multi-lingual, several interviews were conducted in Russian.

The Chicago Bicycle User Survey was conducted during two periods in fall 2004 and in 2005. The initial survey period began in October 16, 2004 and was halted as of December 10, 2004, due to the approaching holiday season. At the request of the Chicago Department of Transportation, the survey was not resumed until June 23, 2005, and it was completed October 20, 2005. Note that these dates are the dates during which the survey was actually conducted. Interviewer recruiting and training took place from mid-September to mid-October, 2004, and from mid-May to mid-June, 2005.

2.7 Survey Challenges

Recruiting and Attrition

Although AREA recruited a sufficient number of interviewers who had had public contact/telephone marketing/interviewing experience, some interviewers did not stay with the project for the entire lengths of either the initial or resumption survey periods. For example, during the resumption period, several grad students who became interviewers worked regularly for three to four weeks but when the semester started in September, some found that their academic schedules precluded working on the survey. Some interviewers who attended training and started the surveying process did not stay with it more than a week due to a variety of factors, some of which are discussed below.

Availability

Because the interviewers were mainly students or people with full-time jobs, it was not possible to retain the services of most of the initial period interviewers for the resumption period. Only two interviewers from the initial interviewer group were also available for the survey resumption six months later. This meant that AREA had to embark on a completely new recruitment and training program for the resumption.

Expectations and Frustrations

Although interviewers were told during training that obtaining telephone interviews was a slow process that demanded many phone calls per completed interview, some became discouraged if they made phone calls for several hours with no results, especially since they were paid by surveys completed. Those interviewers who understood that one calling session might yield no surveys, while the next session might yield three full surveys were able to stick with the process and ultimately earned the equivalent of \$12-\$14 per hour worked. Overall, for both phases of the project, AREA developed a cadre of reliable interviewers, but had to interview and train two perspective interviewers to get one interviewer to stay with the project for a useful period of time.

Calling Issues

The telephone survey process was slower than anticipated because of the apparent high percentage of persons with Caller ID, which resulted in many unanswered calls. In addition, the inherent

requirement of the survey to interview bike owners or people with access to a bicycle also added to the relatively high call-per-survey-completed ratio (an average of 38 call attempts and an average of 15 calls to unique phone numbers were required to complete each of the 351 full surveys).

Interviewers called people either during the day or in the evening between 6:30 pm and 9:30 pm. Day-time calling was much less productive than evening calling. Weekend calling was moderately successful. The initial survey period was during the late fall. The survey resumed the next summer and continued through the fall. Evening calling during the summer was difficult, since people tend to stay out of their homes later into the evening during good weather. On the other hand, interviewing people about biking may have been more productive during the summer because respondents tended to have more recent biking experiences to talk about than they would have had during the colder months.

2.8 Summary of Methodology and Administration Results

During the two periods of survey administration, more than 13,000 calls were made to 5,337 unique phone numbers. Nearly 1,800 of those numbers were never answered, while another 1,979 were answered, but the potential respondent refused to take the survey. Table 2.1 details the results of the calling process.

Table 2.1 Administration Results

Phone Numbers in Database	7,921
Phone Numbers Called	5,337
Total Call Attempts Made	13,470
Phone Numbers Never Answered	1,759
Refused	1,979
Complete Cyclist (Long) Surveys	351
Complete Non-Cyclist (Short) Surveys	575
Total Complete Surveys	926
Response Rate	17.4%

Of the 351 complete Cyclist surveys, 23, or about seven percent, were completed using the Spanish language interview form (2.2). Almost 6 percent of the non-cyclist interviews were conducted using the Spanish form.

Table 2.2 Interview Language

Complete Surveys	English Survey Form	Spanish Survey Form
Cyclist	328	23
Non-Cyclist	545	30
Total	873	53

The majority of interviews were completed during the initial telephone call (Table 2.3). Five percent of interviews were completed through an arranged callback, and slightly more than 1% were completed by the respondent online.

Table 2.3 Interview Source

Source	Direct	Callback	Online
Cyclist	316	23	12
Non-Cyclist	550	24	1
Total	866	47	13

3. Census Validation of Surveyed Households

One goal of the survey effort was to have the universe of participating households match as closely as possible observed conditions in Chicago using the 2000 U.S. Census. The survey universe of households should come from each part of Chicago in proportion to its population. The survey universe should also conform to U.S. Census observed conditions for gender, Hispanic or Latin status, race, age, income, household size, number of vehicles per household, and mode of travel to work, will be compared to U.S. Census 2000 statistics for Chicago households.

A thorough investigation of the surveyed respondents to observed household characteristics was conducted. A detailed discussion is provided in Appendix B. The goal of matching the universe of households sampled in the CDOT Bicycle Users Survey was attained with a reasonable fit as follows:

- Geographic coverage of each area of Chicago was successful, both in general coverage and in density-related criteria; Eight study districts: Far North, North, Northwest, Central Area, West, South, Far South and Southwest, were established to provide a means of measuring survey success in population density. These results show reasonable fit in all eight districts.
- Tabulations of Census 2000 information on the population of over 2,896,000 persons in Chicago were compared to the universe of survey respondents and the results were reasonable for gender, Hispanic or Latin status, race and age. Considerable effort was made by AREA, Inc. to ensure success in obtaining balanced responses from the three main race categories: Latin or Hispanic, African American, and White. Zero vehicle households were well represented in the survey universe, as were households in the lower income categories.
- Tabulations of Census 2000 information on 1,062,000 households in Chicago were compared to the universe of survey respondents and the results were reasonable for income, household size, vehicle ownership, and mode of travel to work.

The 926 surveyed households replicated the observed Census 2000 information within reasonable limits. They provide a working base to which the cycling responses could be compared. The survey universe results are within the limits of what is needed to properly analyze the behavior of the Chicago population with regard to bicycle riding.

4. Chicago Cyclist Trip Characteristics

The previous section focused on the demographic comparisons that showed that the survey effectively captured household characteristics in Chicago as shown by the short survey results in Appendix B. Once this result was established, it became possible to examine the responses given by the cyclists within the sampled households using the 351 cyclist long surveys. The cyclists answered a battery of questions on their most recent bike trip, most recent non-bike trip, bicycle use habits and the factors that would encourage them to cycle more often.

4.1 Frequency of Bicycle Trips

Of the cyclists who completed the long survey, 26% said they bike two to three times per week. This was followed by those who bike once a week or less, with 23%. The lowest frequency of respondents was those who bike once a month or less, at 16%.

Table 4.1 Cyclists by Frequency of Bicycle Trip-making
CDOT Bicycle Users Survey

Frequency of Usage	Cyclists	
	# of Records	% of Total
Once or Twice per Year	58	17%
Once a Month or Less	55	16%
Once a Week or Less	82	23%
Two or Three Times per Week	91	26%
Four or More Times per Week	65	19%
Total	351	100%

4.2 Recentness of Latest Bicycle Trip

33% of cyclists stated that their latest bike trip took place within the last week. The next largest groups, each accounting for over 20% of the total, said their last trip was taken between one week and one month ago or between one and three months ago.

Table 4.2 Cyclists by Recentness of Most Recent Bicycle Trip
CDOT Bicycle Users Survey

Recentness of Latest Bicycle Trip	Cyclists	
	# of Records	% of Total
Today	38	11%
Within the past week	115	33%
Between one week and one month ago	69	20%
Between one and three months ago	67	19%
Between three and 12 months ago	34	10%
More than one year ago	28	8%
Total	351	100%

4.3 Origin of Most Recent Bicycle Trip

The vast majority of cyclists who participated in the survey, 92%, said that their most recent bicycle trip began at home. Other unspecified origins totaled about 5% and the home of a friend or relative just over 1% of the total.

Table 4.3 Cyclists by Origin of Bicycle Trip
CDOT Bicycle Users Survey

Bike Trip Origin	Cyclists	
	# of Records	% of Total
Home	322	92%
Work	3	1%
School	1	0%
Store or Business	0	0%
Friend's/Relative's house	5	1%
Transit Station	3	1%
Other	17	5%
Total	351	100%

Survey respondents were asked to react to a set of questions that probed their awareness and use of bicycle features in Chicago, including information on their most recent bicycle and non-bicycle trip. Finally, cyclists were asked to provide reasons and rate factors that drew them to bicycling as a travel mode.

4.4 Purpose of Most Recent Bicycle Trip

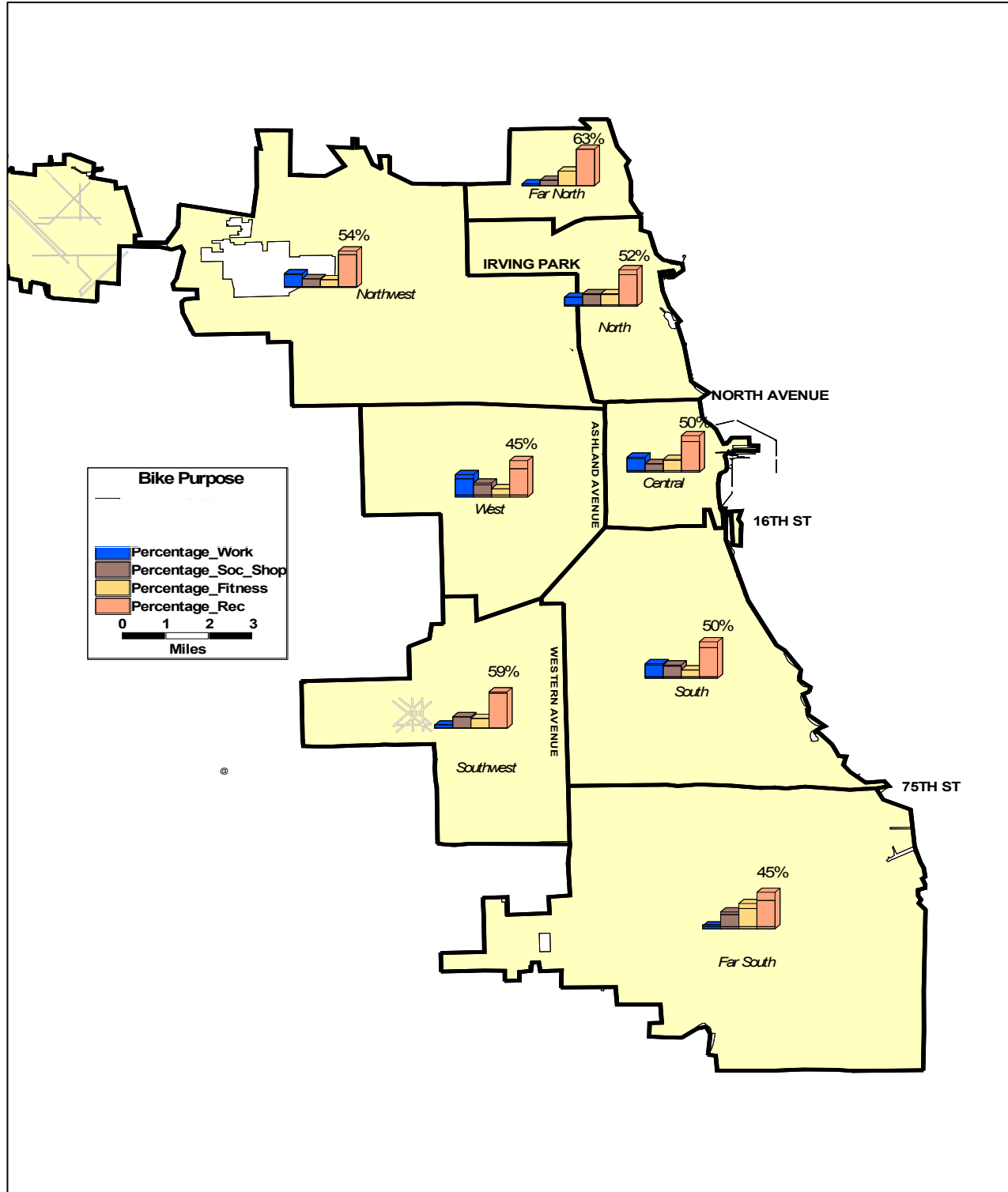
The vast majority of cyclists have stated that they use their bikes for either recreation (52%) or fitness (17%). Among the remaining purposes, 12% of bicycle trips are taken for work or work-related purposes, 6% for shopping, 3% for school, and 7% for social reasons.

Table 4.4 Cyclists by Purpose of Latest Bicycle Trip
CDOT Bicycle Users Survey

Purpose	Cyclists	
	# of Records	% of Total
Go to/from work	34	10%
Work related travel	8	2%
Go to/from school	11	3%
Shopping	21	6%
Social	23	7%
Other personal business	7	2%
Recreation	184	52%
Fitness	58	17%
Other	5	1%
Total	351	100%

To look at bicycle trip purpose by district, work, work-related and school were aggregated. Social, shopping, personal business and other were also aggregated. By district, recreational purpose dominates the cyclist survey responses.

Figure 1: Bicycle Purpose by District
CDOT Bicycle Users Survey



4.5 Bicycle Trip Length

The highest number of respondents indicated that their most recent bike trip took them two to four miles from their origin. They accounted for 40% of the total. The next most frequent response, capturing 25% of the total responses, was trips of 5-9 miles. Trips of 15 miles or more, the longest trip length tabulated made up 14% of the total. Sixty respondents, about 17% of the total, could not provide an estimate of their trip length.

Table 4.5a Cycling Trip Length
CDOT Bicycle Users Survey

Trip Length (Miles)	Cyclists	
	# of Records	% of Total
Less than 2	26	9%
2 to 4	117	40%
5 to 9	73	25%
10 to 14	33	11%
15 or more	42	14%
<i>Don't know</i>	60	N/A
Total (w/o Don't Know)	291	100%

Trip lengths were also tabulated by purpose and these results are presented in Figure 2 and Table 4.5b. For this figure work related, and school trips were put in one category; shop, social, personal business and other trips were put in a second category; recreation was put in a third category and fitness in a fourth category. This figure shows that work/school and shop/social bicycle trips follow a typical normal curve trip length distribution with most trips being 2-4 miles in length and the number of miles "tailing off" at the higher lengths. With recreational and fitness bicycle trips, however, the trip length distribution differs. For these trip purposes 17% (recreation) and 25% (fitness) of trips lie in the 15 mile or longer category.

Figure 2: Bicycle Trip Length by Purpose
CDOT Bicycle Users Survey

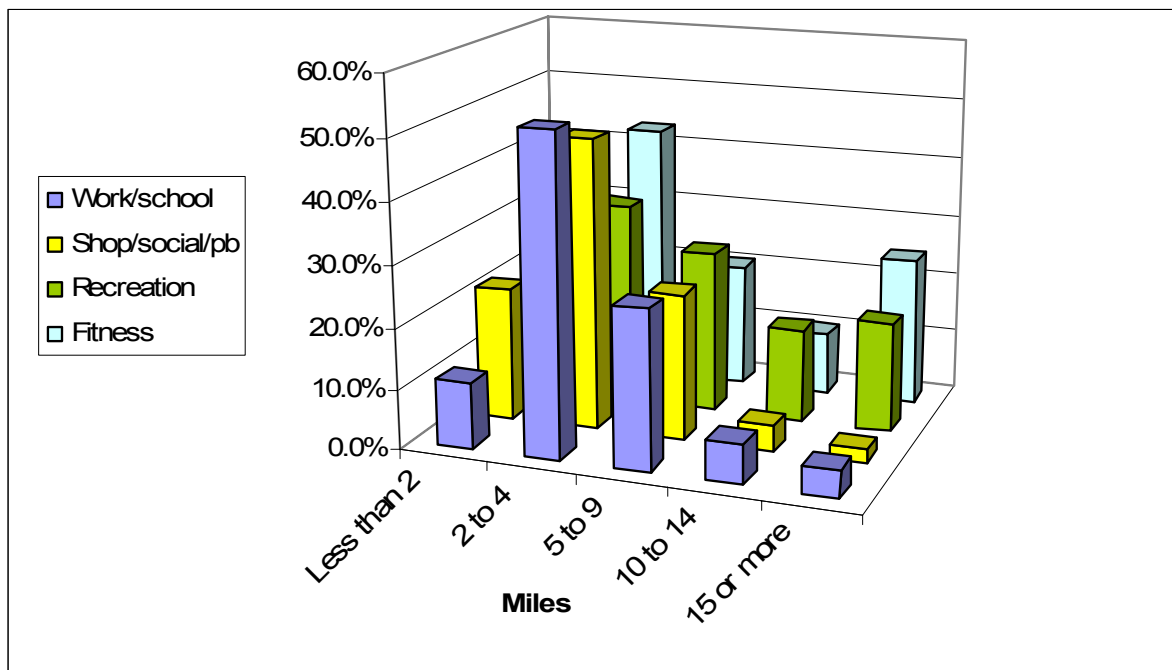


Table 4.5b Cycling Trip Length by Purpose (Figure 2 Data)
CDOT Bicycle Users Survey

# of Miles	Bike Trip Purpose			
	Work/School	Shop/Social	Recreation	Fitness
Less than 2	10.9%	21.7%	6.7%	2.0%
2 to 4	52.2%	47.8%	33.3%	42.9%
5 to 9	26.1%	23.9%	26.7%	20.4%
10 to 14	6.5%	4.3%	15.3%	10.2%
15 or more	4.3%	2.2%	18.0%	24.5%

4.6 Chicago Bicycle Features Used

This question asks the cyclists to list which of the many bicycle features available in Chicago they use. These features range from dedicated paths and trails like the Lake Shore bicycle path, bike racks and signage, to policy changes (like the permission to bring bikes on CTA and Metra trains), and to portable items like bicycle maps. Cyclists were permitted to select as many of these features as were relevant.

Table 4.6 Chicago Bicycle Features Used by Cyclists
CDOT Bicycle Users Survey

Chicago Bicycle Features Used	All Cyclists	
	# of Records	% of Total
Bike racks throughout the city	163	17%
Bike lanes on city streets	215	23%
Lakefront bike path or other official path	210	22%
Bike station	58	6%
Bike route signs	103	11%
Official city bike map	60	6%
Bike rack on bus	42	4%
Brought bike on train	51	5%
Other, please specify	6	1%
Have not used any of these features	38	4%
Total	946	100%

The bicycle features most used are the bike lanes on city streets (23%) and the official bike paths, such as Lake Shore Drive path (22%). This leading pair of bicycle features used is followed in the hierarchy by bike racks (17%) and bike route signs (11%). 6% of the cycling population has sampled bike stations and 6% have used the city bike maps. A small percentage of cyclists have used bike racks on buses (4%) and bikes on trains (5%). 4% of the cycling respondents have not used any of these bicycle features.

4.7 Reason for Making Trips by Bicycle

In this question, cyclists were asked to provide a single reason for choosing bicycle for their most recent bicycle trip. While the respondents were not provided with ready-made answers, their responses were tabulated into categories as shown in Tables 3.7a and 3.7b. The question was then posed a second time for those who wanted to provide an additional reason – 65 of the 351 cyclists (about 19%) did so.

Table 4.7a Reason for Making Trip by Bicycle (1)
CDOT Bicycle Users Survey

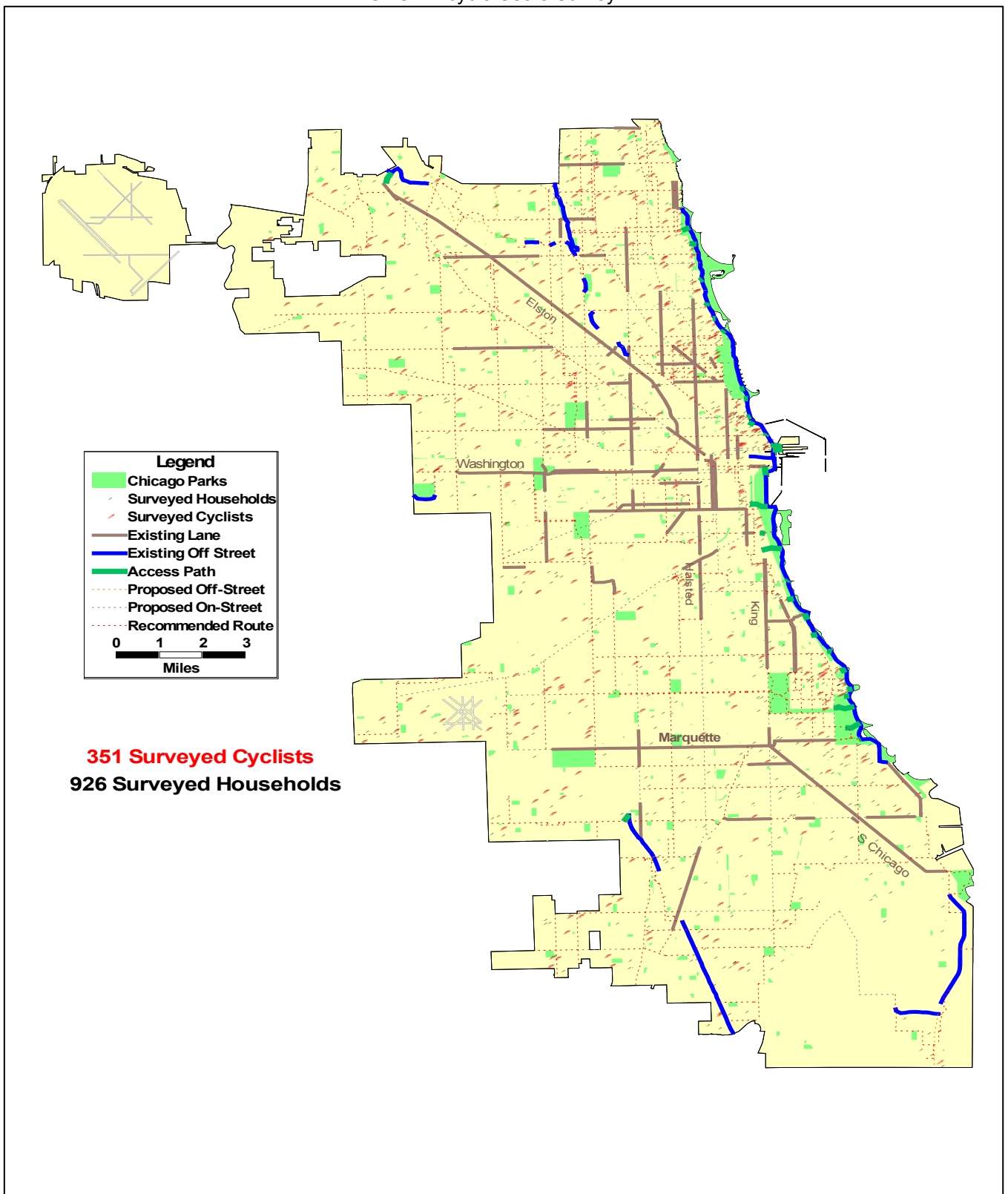
Reason #1	Cyclists	
	# of Records	% of Total
Save Time / Fastest Way	42	12%
Good for Environment/Save Energy/Reduce Congestion	28	8%
Don't Like Driving / Traffic	11	3%
No Place to Park Car at Destination	3	1%
Don't Own A Vehicle	10	3%
Didn't have Access to Vehicle at Time of Trip	6	2%
Don't Have Access to Public Transportation	1	0%
Save on Transportation Costs	8	2%
Too Far to Walk	2	1%
Exercise / Health/ Fitness	139	40%
Enjoy It	94	27%
Other	7	2%
Total	351	100%

Table 4.7b Reason for Making Trip by Bicycle (2)
CDOT Bicycle Users Survey

Reason #2	Cyclists	
	# of Records	% of Total
Save Time / Fastest Way	42	12%
Good for Environment/Save Energy/Reduce Congestion	23	7%
Total	65	19%

Fitness dominated the reason for making a trip by bicycle with 40% of respondents choosing it for their highest level response. Pleasure (Enjoy it) came in at 27% and saving time at 12%. Lack of vehicle (2%) or no access to public transportation (<1%) were not important reasons for the choice of bicycle. The second set of reasons showed that time savings and environmental concerns were also important reasons for choosing the bicycle mode.

**Figure 3: Location of Surveyed Households
With 2005 Chicago Bike Facilities**
CDOT Bicycle Users Survey



4.8 Facilities that Made Trips Possible by Bicycle

In this question, cyclists were asked to select the facility or facilities that made their most recent trip possible by bicycle – respondents could choose more than one response. Most cyclists chose to provide more than one response to this question. Two answers, both related to the route taken, were most often chosen: bike lanes (24%) and bike trails (26%). Two other responses, both related to storage of the bicycle, were the next most popular response: bicycle storage at home (18%) and bicycle parking at destination (15%). Bike racks on buses (5%) and trains (3%) also contributed to bicycle usage.

Table 4.8 Facilities that Made Bike Trip Possible
CDOT Bicycle Users Survey

Type of Bicycle Facility	Cyclists	
	# of Records	% of Total
Bike Lane	137	24%
Bike Trail	152	26%
Bicycle Parking at Destination	85	15%
Bicycle Storage at Home	103	18%
Bike Racks on Buses	26	4%
Can take Bike on Train/El	19	3%
Other (Please specify)	10	2%
No specific Facilities Contributed	47	8%
Total	579	100%

Additional comments were solicited on the types of facilities that help cyclists and tabulated under the response “Other”. Among the comments were provided were well-maintained streets, the underground passage in Hyde Park, the availability of side streets for access to trails, and the provision of lock-up (not just parking) at the work site. The Chicago Lake Shore Drive path was called out in particular.

4.9 Routes (Primary and Secondary) Used for Bicycle Trips

To understand the concerns of cyclists, the survey asked them what type of route they used for the primary segment of their most recent bicycle trip and what route was used on a secondary basis. For example, a cyclist might use the bicycle path on Lake Shore Drive as the primary route of travel but use side streets to access the path.

Table 4.9 Primary and Secondary Route Taken for Bicycle Trip
CDOT Bicycle Users Survey

Route Type	Primary Route		Secondary Route	
	# of Records	% of Total	# of Records	% of Total
Major Street (without Bike Lane)	82	23%	64	23%
Neighborhood Street	103	29%	93	33%
Designated on-street Bicycle Lane	25	7%	25	9%
Lakefront or other off-road path/trail	107	30%	37	13%
Sidewalk	34	10%	64	23%
Total	351	100%	283	100%

For their primary route, 30% of cyclists traveled on off-road paths or trails, followed closely by neighborhood streets (29%) and major streets without bike lanes (23%). Secondary routes, which

likely cover both access and egress activities, show a marked increase from primary and secondary route type in the use of sidewalks with almost 23% of cyclists using sidewalks as some part of their secondary route type.

The survey also had the goal of obtaining information on bicycle trips that involved travel on another mode, such as automobile or bus/rail. An example would be a recreational bike trip that began with loading a bicycle on a bus rack, then using bus to access the Lake Shore Drive path and finally bicycling along the lake. Accordingly, survey respondents were asked if any other mode of transportation was used with bicycle on their latest bicycle trip. 49 of the 351 cyclists (14%) answered yes.

4.10 Additional Mode Used in Multimodal Bicycle Trips

The table shows the additional or access mode used by the multimodal cyclists. Over 52% used an automobile, either as the driver or passenger, to extend their bicycle reach. Public transit was a strong additional mode as well with 14% of cyclists using bus, and 25% using train/el to extend their bicycle trip.

Table 4.10 Additional Mode of Multimodal Cyclists
CDOT Bicycle Users Survey

Other Mode	Cyclists	
	# of Records	% of Total
Drive Alone	15	26%
Two or More People in Vehicle	15	26%
Bus	8	14%
Train/El	14	25%
Walk or Run more than One Block	5	9%
Total	57	100%

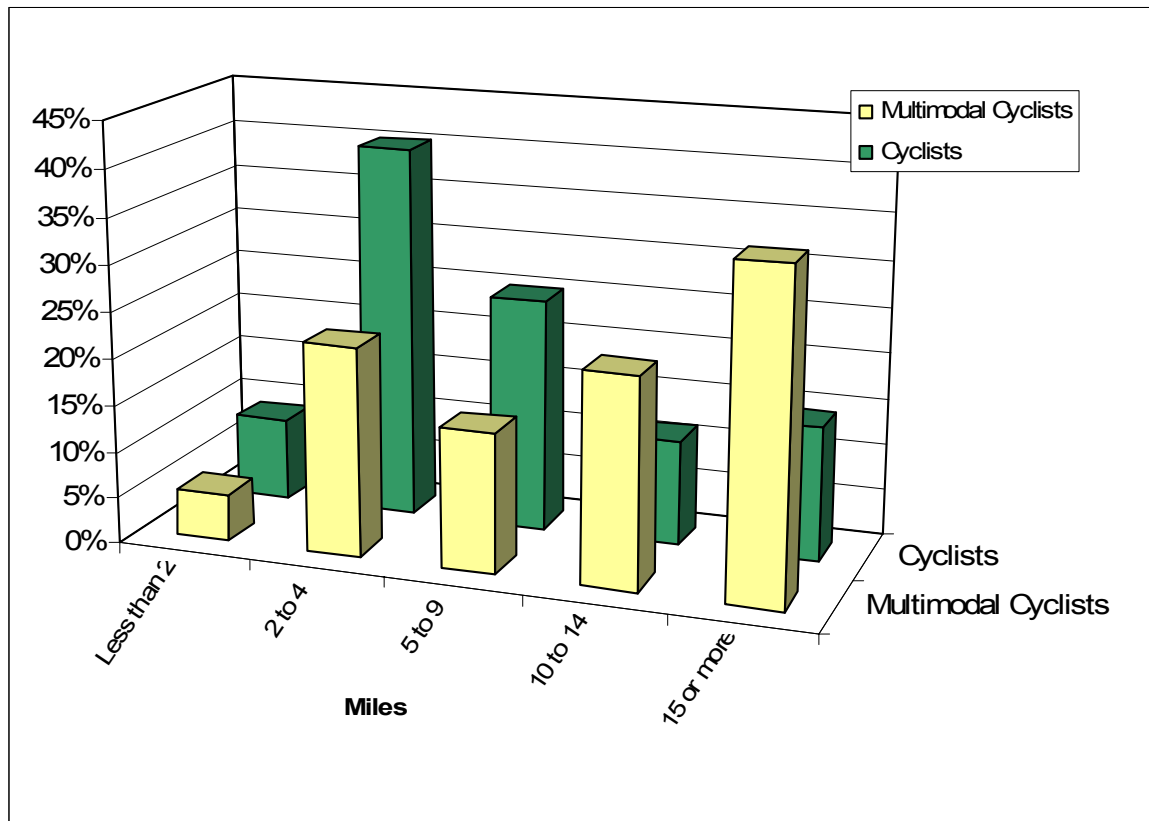
4.11 Trip Length of Multimodal Cyclists

The table show the trip length for the total trip (bicycle + other mode) is, on average, longer than bicycle-only trips. The trip length frequency distribution for multimodal cyclists is weighted more heavily to longer trips than is the trip length of bicycle-only cyclists.

Table 4.11 Trip Length of Multimodal Cyclists
CDOT Bicycle Users Survey

Trip Length (Miles)	Multimodal Cyclists	
	# of Records	% of Total
Less than 2	2	5%
2 to 4	9	23%
5 to 9	6	15%
10 to 14	9	23%
15 or more	14	35%
<i>Don't know</i>	9	<i>N/A</i>
Total (w/o Don't Know)	40	100%

Figure 4: Comparison of Multimodal and Bicycle Only Trip Lengths
CDOT Bicycle Users Survey



Survey respondents were asked for information on the latest non-bicycle trip that they took. Information was collected on the travel mode, purpose, origin and destination of this trip. The goal of probing for non-bike information was to determine what factors were active in the decision to forgo bicycle for the trip at hand.

4.12 Mode of Most Recent Non-Bicycle Trip by Cyclist

This table represents the mode of trips made by cyclists who decided not to use bicycle for a recent trip. Work trips are included in these movements, although other purposes predominate. The goal of collecting this information is to compare the characteristics of the non-bicycle trip to the bicycle trip and investigate why cyclists chose not to cycle. The modal percentages in Table 4.12 cannot be compared with U.S. Census trip flow modes, since these Table 4.12 trips represent both work and non-work trips. 48% of the cyclists drove alone and 15% traveled as or with a passenger, yielding 63% private vehicle use as the alternate trip mode for cyclists. An additional 30% of these travelers used public transit, either bus or rail.

Table 4.12 Mode of Non-Bicycle Trip
CDOT Bicycle Users Survey

Other Mode	Cyclists	
	# of Records	% of Total
Drive Alone	182	48%
Two or More People in Vehicle	58	15%
Cab	7	2%
Carpool or Vanpool Program	3	1%
Bus	64	17%
Train/El	47	13%
Walk or Run more than One Block	7	2%
Other	8	2%
Total	376	100%

4.13 Purpose of Non-Bicycle Trip by Cyclist

This table represents the purpose of trips made by cyclists who decided not to use bicycle for the trip. Shopping is the most frequent trip purpose, with 31% of cyclists deciding not to cycle on a shopping trip. Work purpose makes up 25% of the trips with 11% each for social and recreational purposes.

Table 4.13 Purpose of Non-Bicycle Trip
CDOT Bicycle Users Survey

Purpose	Cyclists	
	# of Records	% of Total
Go to/from work	86	25%
Work related travel	13	4%
Go to/from school	15	4%
Shopping	110	31%
Social	40	11%
Other personal business	22	6%
Recreation	39	11%
Fitness	8	2%
Other	18	5%
Total	351	100%

4.14 Reason that Non-Bicycle Mode Was Chosen for This Trip

This table represents the reason that cyclists chose not to cycle for their most recent non-bicycle trip. The cyclist respondents were permitted to give both a primary reason and a secondary reason.

Table 4.14 Reason a Non-Bicycle Mode Was Used
CDOT Bicycle Users Survey

Reason Non-Bicycle Mode Was Chosen	Primary Reason		Secondary Reason	
	# of Records	% of Total	# of Records	% of Total
Convenience	173	49%	47	29%
Fastest Way to Get to Destination	65	19%	40	25%
Privacy	8	2%	6	4%
Lack of Good Alternative	20	6%	18	11%
Alternatives are More Costly	6	2%	16	10%
Need Vehicle for Work/School/Personal Reasons	7	2%	5	3%
Companion Preferred this Travel Mode	13	4%	8	5%
Don't Like Driving/Traffic	4	1%	2	1%
No Place to Park Car at Destination	5	1%	3	2%
Don't Have a Vehicle	6	2%	1	1%
Don't Have Access to Public Transportation	2	1%	1	1%
Other	42	12%	16	10%
Total	351	100%	163	100%

The dominant primary reason for cyclists to use a non-bicycle mode is convenience, with almost one-half (49%) of respondents citing it for their primary reason. Important primary reasons also include speed (19%) and lack of a good alternative (6%). Reasons cited under "Other" defined 12% of the respondents - among these other reasons are weather, the need to carry items such as groceries or golf clubs, the need to serve passengers, safety/lateness of the hour, and the cost of driving/parking. The reference to auto-related reasons comes from people who chose to travel as an auto passenger rather than use a bicycle. On the positive side, some modes, such as walking, were selected because they contribute to the environment or to fitness.

The leading pair of secondary reasons for the mode chosen was convenience (29%) and speed (25%). Following these reasons are lack of a good alternative (11%), the high cost of alternatives (10%) and other (10%). Once again the "Other" category covered weather, the need at carry items, passenger needs, safety and cost.

In both cases, the presence of a travel companion influences the mode selected. The companion may prefer the chosen non-bicycle mode (Primary 4% and Secondary 5%) or it could be implied that cost changes when the trip serves more than one traveler – for example parking fees split between two people make an auto trip a less expensive option than it would be for a single traveler, changing the travel equation.

4.15 Reason Bicycle Was Not Chosen

This question is related to the previous one and yet provides additional insight and information on bicycle mode choice. If a person chose to drive, walk, or use public transit in a recent trip, what kept them from using bicycle? The survey respondents were permitted to give both a primary reason and a secondary reason for why bicycle was not used for this trip. Most of the "Other" reasons on why a non-bicycle mode was chosen in Table 4.14 above, were expanded upon and appeared as responses to this question on why bicycle was not chosen. This result demonstrates the inter-related quality of this pair of questions and also underlines the travel decision logic present in the mind of a cycling-friendly traveler.

Table 4.15 Why Bicycle Mode was Not Chosen
CDOT Bicycle Users Survey

Reason Bicycle Was Not Chosen	Primary Reason		Secondary Reason	
	# of Records	% of Total	# of Records	% of Total
Weather	43	12%	23	15%
Distance (Too Far)	98	28%	21	14%
Too Much to Carry	82	23%	33	22%
Need Vehicle for Work/School/Personal Reasons	13	4%	8	5%
Personal Safety	15	4%	22	15%
Too Much Traffic	8	2%	12	8%
Not confident Riding in Traffic	7	2%	7	5%
No separate off-street lane/path	1	0%	7	5%
Companion did not have bicycle	7	2%	7	5%
No place to conveniently safely store bicycle	11	3%	1	1%
Bicycle needs repair/improvement	3	1%	1	1%
No shower/changing facilities/place to clean up	8	2%	1	1%
Dress Code would not permit it	7	2%	1	1%
Employer does not support/encourage it	2	1%	1	1%
Hassle of changing/cleaning up	8	2%	1	1%
Don't enjoy bicycling	1	0%	1	1%
Hadn't thought of bicycling as a means of transportation	6	2%	1	1%
Not physically fit enough	3	1%	1	1%
Other	28	8%	1	1%
Total	351	100%	150	100%

Distance (28%), Too Much to Carry (23%) and Weather (12%) were the most often selected primary reasons for bike not being used for these trips. Among the other primary reasons, three categories may be distinguished: Traffic/Safety Concerns (8%) and Personal Appearance/Support at destination (7%). Qualitative concerns such as "Don't enjoy bicycling" and "Hadn't thought of bicycling" appear as well. The "Other" category for this question attracted comments about time constraints, the need to transport passengers, the respondent's bicycle needing repairs, and the lack of pleasure or enjoyment that would come from use of a bicycle for the trip at hand.

4.16 Bicycle Frequency Compared to Last Year

This question asks the cyclists how their rate of bicycle use compares to last year. The respondents have three choices: ride more, ride the same or ride less.

Table 4.16 Bicycle Frequency Compared to Last Year
CDOT Bicycle Users Survey

Bicycling Frequency Compared to Last Year	All Cyclists	
	# of Records	% of Total
More	91	26%
Same	159	45%
Less	101	29%
Total	351	100%

26% of the surveyed cyclists are riding bicycles more this year than last year. 45% have remained steady in their frequency and 29% are riding less.

4.17 Factors Influencing the Decision to Bike

This question asks the cyclists to comment on the importance of twenty factors that might influence their decision to bike. The twenty factors range from items such as the weather, length of the trip, ample time to cycle, bicycle parking, and off-street paths or trails. The respondents chose from five levels of importance with respect to the factors:

1. Not at all important;
2. Somewhat important
3. Neutral
4. Somewhat important
5. Very important.

They were instructed to choose as many as were relevant to their decision-making process. The results of this question are shown in both table and figure format. In the table two results are shown: (1) the raw number of times that the factor was chosen; and (2) the percentage of the 351 cyclist respondents who selected that factor at that interest level. For example, 100 respondents said that higher transit fares are not at all important in their travel decision – $100 / 351 = .28$ or 28% - 28% of cyclists are in this group.

In the table, cells are highlighted when 30% or more of the cyclists agree with the statement that is presented in the cell. This highlighting corresponds to bars in the figure that stand out as getting a strong reaction from the cycling population.

Table 4.17 Factors Influencing Decision to Bike
CDOT Bicycle Users Survey

Factors Influencing Decision to Bike	Not at all important		Somewhat unimportant		Neutral		Somewhat important		Very important	
	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
Higher transit fares	100	28	41	12	64	18	62	18	84	24
Owning a better bike	80	23	46	13	61	17	68	19	96	27
Being paid to ride to work/school	74	21	29	8	42	12	78	22	128	36
Reduced automobile speeds	63	18	41	12	74	21	81	23	92	26
Training on how to bicycle safely	118	34	50	14	56	16	68	19	59	17
Higher gasoline prices	77	22	52	15	79	23	48	14	95	27
Having enough time to bicycle to your destination	19	5	19	5	48	14	104	30	161	46
The weather	10	3	12	3	38	11	86	25	205	58
Route avoids busy roads	17	5	18	5	44	13	111	32	161	46
Protecting the environment	27	8	29	8	67	19	97	28	131	37
Being able to take bike on train/EI	111	32	47	13	49	14	56	16	88	25
Bike racks on buses	123	35	50	14	45	13	61	17	72	21
Availability of alternative transportation	62	18	46	13	92	26	61	17	90	26
Secure bike parking at transit stations	82	23	26	7	47	13	64	18	132	38
Secure bike parking at your destination	31	9	13	4	37	11	95	27	175	50
A place to shower/change/clean-up at your destination	129	37	47	13	48	14	70	20	57	16
Off-street bike path or trail part of the way to your destination	42	12	35	10	79	23	78	22	117	33
On-street bike lane part of the way to your destination	57	16	42	12	69	20	92	26	91	26
Wanting to get exercise	6	2	19	5	51	15	94	27	181	52
Length of the trip	35	10	51	15	69	20	64	18	132	38
Total Responses	1263		713		1159		1538		2347	
Percent is Total Frequency divided by 351 Cyclists		over 30%		none over 30%		none over 30%		over 30%		over 30%

Very Important Factors

The cycling population in Chicago was quick to identify factors that are very important in the cycling decision. Ten factors, covering five major areas, are considered very important (30% or more selected them) to cyclists:

- Unchangeable (Fixed) Factors – the weather (58%), ample time to bike (46%), and the length of the trip (38%);
- Good Citizen – Wanting exercise (52%) and protecting the environment (37%);
- Bicycle Parking – Secure bike parking at the destination (50%) or transit station (38%);
- Safety/Presence of Dedicated Bicycle Infrastructure – Availability of an off-street bike path or trail (33%), and access to a route that avoids busy roads (46%);
- Financial – Access to a policy of being paid to ride to work/school (36%); Gas prices should be mentioned here as 27% of cyclists say higher gas prices are a very important decision factor in choosing bicycle.

Not At All Important Factors

The cycling population in Chicago was also quick to list factors that are Not At All Important in the cycling decision. Factors that attracted 30% or more of bicyclists to say “not at all important are:

- Bicycle safety training (34%)
- Bikes on trains (32%) or buses (35%);
- Place to shower or clean up at your destination (37%).

The remaining three categories did not receive strong responses. Under “Somewhat Important” 30% cited “Ample time to bike” and 32% cited “Route avoids busy roads” – selections that mirrored those in the “Very Important” category. Two categories “Neutral” and “Somewhat Unimportant” had no factors with 30% or more of cyclists agreeing on the rating.

4.18 Reasons Influencing the Decision to Bike More This Year

This question asks the cyclists to select all the factors that are responsible for their cycling more often this year than they did last year. As seen in Table 4.16, ninety-one persons, or 26% of the cycling population, reported this increase in bike riding over the previous year. Cyclists were permitted to list multiple factors that influenced their increase in bicycle use.

Table 4.18 Reasons for Cycling More
CDOT Bicycle Users Survey

Reasons For Cycling More This Year than Last Year	All Cyclists	
	# of Records	% of Total
More off-road Paths	13	7%
More on-road bike lanes	12	7%
More bike racks	6	3%
More convenient, secure parking	9	5%
More shower facilities	2	1%
Drivers more aware of bikers/safer roads	7	4%
Bikes are more affordable	12	7%
Own a better bicycle	13	7%
Bike racks on buses	6	3%
Can take bike on train/El	3	2%
Lack of good alternative	3	2%
Greater concern for health/fitness	35	20%
Wanted to reduce personal car usage	16	9%
Wanted to do my part to improve environment	14	8%
Don't Know	3	2%
Enjoy Life / Family Time	5	3%
I Have More Time this Year	12	7%
Gas or Transit Prices Increased	4	2%
Other, Please specify	4	2%
	179	100%

20% of the responses indicated that increased cycling was prompted by a greater desire for health and fitness. The desire to reduce auto usage influenced 9% of cyclists and wanting to improve the environment influenced 8%. Among the other highly-rated factors selected by the cyclists were:

- More off-road paths;
- More on-road lanes;
- Bikes are more affordable;
- Own a better bicycle; and
- I have more time this year.

4.19 Factors Influencing the Decision to Bike less This Year

This question asks the cyclists to select all factors that are responsible for their cycling less often this year than they did last year. As seen in Table 4.16, 101 persons, or 29% of the cycling population reported this decrease in bike riding. Cyclists were permitted to list multiple factors that influenced their decrease in bicycle use.

Table 4.19 Reasons for Cycling Less
CDOT Bicycle Users Survey

Reasons Cycling Less This Year than Last Year	All Cyclists	
	# of Records	% of Total
No Time	47	37%
Moved Home	6	5%
Changed Job	2	2%
Bicycle Needs Repair/Improvement	17	13%
Drivers less aware of bikers/less safe roads	6	5%
Not Physically Fit enough	12	9%
Physical Changes (accident, injury, pregnancy)	10	8%
Family Changes	4	3%
Weather Worse than Last Year	7	6%
Got a Car	3	2%
Don't Know	7	6%
Other, Please specify	6	5%
	127	100%

The factor that contributed most heavily to cyclists using their bicycle less this year than last year was the lack of time – 37% of responses cited this reason. A far-distant second answer was the condition of the person's bicycle – 13% of responses indicated that their bicycle needed repair or improvement. Apart from knowing that they are not physically fit enough to make bicycle trips (9% of responses), cyclists also cited that they had undergone a temporary physical change (8% of responses) such as an accident, operation or pregnancy that kept them from cycling at the level they did last year.

4.20 Three Factors That Would Make You Bicycle More Often

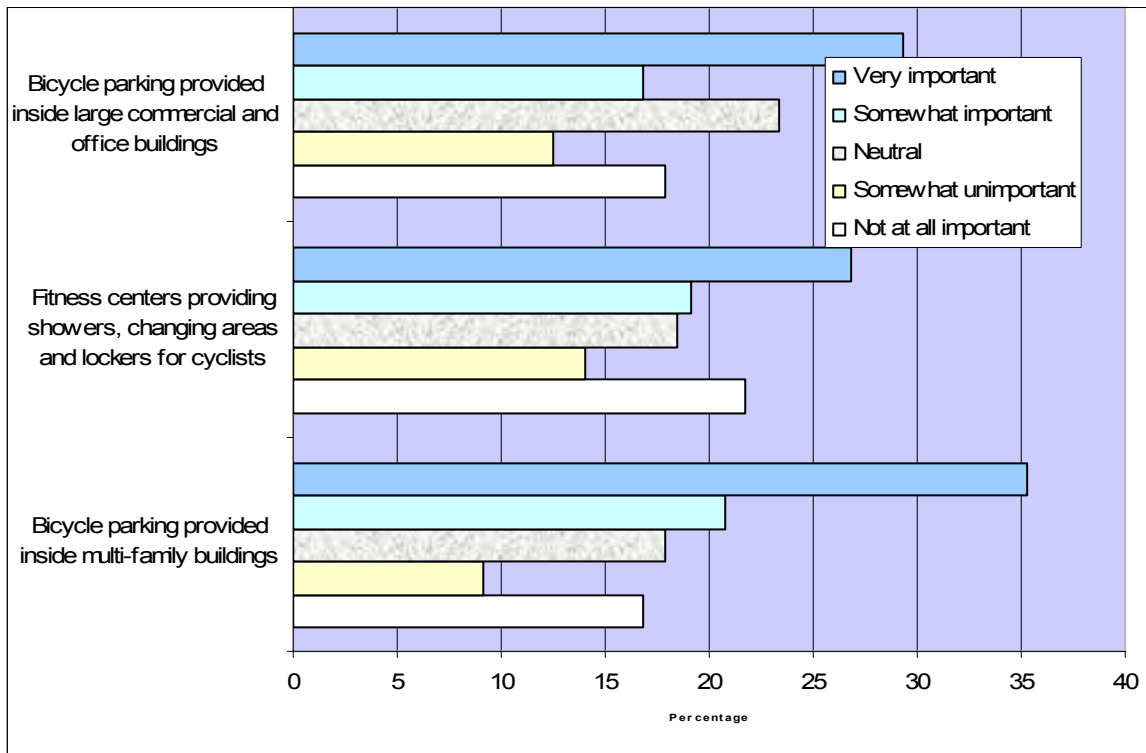
This question asks the cyclists to weigh three factors and decide which would have the greatest affect on their frequency of cycling. The factors are:

1. Bicycle parking provided inside large commercial and office buildings;
2. Fitness centers providing showers, changing areas and lockers for cyclists;
3. Bicycle parking provided inside multi-family buildings.

Table 4.20 Influence of Three Factors on Cycling More
CDOT Bicycle Users Survey

Which of these Three Choices Would Influence You to Bicycle More?	Not at all important		Somewhat unimportant		Neutral		Somewhat important		Very important	
	Freq	%	Freq	%	Freq	%	Freq	%	Freq	%
Bicycle parking provided inside large commercial and office buildings	63	18%	44	13%	82	23%	59	17%	103	29%
Fitness centers providing showers, changing areas and lockers for cyclists	76	22%	49	14%	65	19%	67	19%	94	27%
Bicycle parking provided inside multi-family buildings	59	17%	32	9%	63	18%	73	21%	124	35%

Figure 5: Influence of Three Factors on Cycling More
CDOT Bicycle Users Survey



Parking inside multi-family buildings is considered “Very Important” by 35% of the cyclists while 29% consider parking at the destination to be “Very Important”.

4.21 Comments – Comments on all aspects of bicycles were collected from those respondents who had extra thoughts to contribute. The resulting set of qualitative input can be categorized as comments related to transit, bike lanes, rider/driver behavior, general bike, suggested improvements, miscellaneous, and security. They may be found in Appendix C.

5. Summary

Resource Systems Group (RSG) and AREA, Inc. designed and conducted a Random Digit Dial (RDD) survey targeting Chicagoans who use bicycles. The goal was to discover why people are cycling, where they begin and end their trips, which bike facilities they currently use, and what factors could influence their decision to bicycle more. A survey sample size of 350 cyclists was chosen to provide a balance between setting an achievable target sample that could be reached in a reasonable time frame but still give enough resolution in the data to draw clear conclusions. A sample size of 350 gives a margin of error of less than plus or minus 5.25 % at a 95% confidence level. Household data was collected as part of the effort to ensure that the survey sample was representative of Chicago residents. The survey was conducted during two periods in fall 2004 and in 2005. The initial survey period began in October 16, 2004 and was halted as of December 10, 2004, due to the approaching holiday season. At the request of the Chicago Department of Transportation, the survey was not resumed until June 23, 2005, and it was completed October 20, 2005. It was understood that the survey would take place during warm weather so that respondents could report on their most recent trip.

The goal of matching the universe of households sampled in the CDOT Bicycle Users Survey to U.S. Census 2000 data was attained with a reasonable fit for all the target variables. The survey succeeded in capturing an accurate geographic coverage and a proportionate population of Chicago – that is, the survey contains cyclist interviews from each ZIP code in Chicago, and has respondents in proportion to the population in each part of the city. Additionally the survey matched key U.S. Census data for gender, Hispanic or Latin status, race, age, income, household size, vehicle ownership, and mode of travel to work. Extensive effort was made to be successful in obtaining balanced responses from the three main race categories in Chicago: Latin or Hispanic, African American, and white. Zero vehicle households were well represented in the survey universe, as were households in the lower income categories. The 926 surveyed households replicated the observed Census 2000 information within reasonable limits. The survey universe results were within the limits of what was needed to analyze properly the CDOT Bicycle Survey. They provided a working base to which the cycling responses could be compared.

The 2005 Chicago Bicycle Users Survey interviewed 351 Chicagoans who can be defined as “cyclists” with the following results:

- **Cycle Friendly Households** - 54% of Chicago households contain one or more persons who cycle yearly or more often;
- **Frequency** - 45% of cyclists ride two times a week or more (Table 4.1);
- **Recentness of Trip** - 44% of cyclists made their most recent trip within the past week (Table 4.2);
- **Origin** - 92% of bicycles trips began at home (Table 4.3);
- **Purpose** - Recreation (52% citywide) was far and away the most popular purpose that cyclists gave for riding; fitness (17%) and work (10%) were also important (Table 4.4);
- **Purpose by District** – When analyzed by eight city districts, recreation was consistently the most popular purpose cyclists gave for riding (Figure 1);

- **Trip Length** – The trip length reported most often is two to four miles long (Table 4.5); When trips lengths are analyzed by purpose, fitness and recreational cycling include a higher percentage of long trips than do the other purposes (Figure 2);
- **Chicago Features Used** – Bike lanes on city streets (23%) and Lakefront or other official path (22%) and bike racks (17%) were the features reported as used most often (Table 4.6);
- **Reason for Cycling** – Exercise/health/fitness (40%) was the main reason for bicycling; 27% also cited that they enjoy it (Table 4.7);
- **Facilities that made Bike Trip Possible** – Bike trail (26%) and Bike lane (24%) were most often picked for this question (Table 4.8);
- **Route Used for Bicycle Trip** - The responses show that Chicagoans use a combination of trails, bike lanes on streets, major and minor streets, and sidewalks to make their trips. For primary route, off-road paths or trails (30%) were selected most often with neighborhood streets (29%) a close second (Table 4.9);
- **Multi-Mode Used** - Of cyclists who used an additional mode, such as car, to extend their bicycle trip, over 50% used an automobile. 25% used the train or el with their bikes (Table 4.10); these multi-modal bike riders racked up longer overall trip lengths than did those who used bicycle alone (Table 4.10);
- **Mode of Most Recent Non-Bicycle Trip** – 63% used auto, either as a driver or passenger (Table 4.12)
- **Purpose of Most Recent Non-Bicycle Trip** – Shopping (31%) was selected most often; when compared to the purpose for making a bicycle trip, cyclist travelers tended to use bicycle less for work and shopping and more for recreational and fitness trips (Table 4.13);
- **Reason for Non-Bicycle Mode Use** - Almost half (49%) of these trips shifted away from bike for the sake of convenience (Table 4.14);
- **Reason for Not Bicycling** – Distance (28%), too much to carry (23%) and weather (12%), were the main reasons travelers used a mode other than bicycle (Table 4.15);
- **Bicycling Frequency Compared to Last Year** – About half (45%) reported the same frequency as last year with 26% biking more and 29% less than last year (Table 4.16);
- **Factors Influencing the Decision to Bike** – Ten factors, covering five major areas, are considered “Very Important” (30% or more selected them) to cyclists:
 - Unchangeable (Fixed) Factors – the weather (58%), ample time to bike (46%), and the length of the trip (38%);
 - Good Citizen – Wanting exercise (52%) and protecting the environment (37%);
 - Bicycle Parking – Secure bike parking at the destination (50%) or transit station (38%);
 - Safety/Presence of Dedicated Bicycle Infrastructure – Availability of an off-street bike path or trail (33%), and access to a route that avoids busy roads (46%);
 - Financial – Access to a policy of being paid to ride to work/school (36%); Gas prices should be mentioned here as 27% of cyclists say higher gas prices are a very important decision factor in choosing bicycle.

See Table 4.17;

- **Not At All Important Factors** – Factors that attracted 30% or more of bicyclists to say “Not at all Important” are:
 - Bicycle safety training (34%)
 - Bikes on trains (32%) or buses (35%);
 - Place to shower or clean up at your destination (37%).

See Figure 4.17 and Table 4.17;

- **Reasons for Cycling More This Year** - 20% of the respondents indicated that increased cycling was prompted by a greater desire for health and fitness. The desire to reduce auto usage influenced 9% of cyclists and wanting to improve the environment influenced 8% (Table 4.18);
- **Reasons for Cycling Less This Year** - The factor that contributed most heavily to cyclists using their bicycle less this year than last year was the lack of time – 37% of responses cited this reason. A far-distant second answer was the condition of the person's bicycle – 13% of responses indicated that their bicycle needed repair or improvement. Apart from knowing that they are not physically fit enough to make bicycle trips (9% of responses), cyclists also cited that they had undergone a temporary physical change (8% of responses) such as an accident, operation or pregnancy that kept them from cycling at the level they did last year (Table 4.19);
- **Factors That Would Make Cyclists Cycle More** – 35% of respondents said that parking inside multi-family buildings is “Very Important” while 29% consider parking at the destination to be “Very Important” (Table 4.20 and Figure 5).

APPENDIX A

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

INTRODUCTION

WEB: The Chicago Department of Transportation (CDOT) is conducting a travel survey of residents of the city. The purpose of this survey is to find out how the Chicago Department of Transportation can encourage infrequent bicyclists to cycle more often.

Your views as a cyclist and Chicago resident are important and will influence how CDOT plans its investment in bicycling in the City. Thank you for participating in this survey.

INSTRUCTIONS

Please use the “next” button in the lower right corner of the screen to go forward. To back up, use the browser's “Back” button, which is the left-pointing arrow in the upper left corner of the screen.

If you do back up and change an answer, please be sure to use the “next” button and not your browser's “Forward” button or your new answers will not be recorded.

Answering all of the questions will take about 10 to 15 minutes. Click “next” to continue.

TELEPHONE:

Please dial this number: <insert number>

Not answered

Disconnected number

Hello, this is _____, calling on behalf of the Chicago Dept. of Transportation. We are conducting a survey about transportation in the city and would appreciate your help. It will only take 15 minutes or so.

Other prompts:

- ! This is only a survey; we are not trying to sell anything.
- ! We are doing this survey for the Chicago Dept. of Transportation which helps to plan and fund city streets, sidewalks and bike lanes
- ! Your responses will help the department improve transportation in the city

May I please speak with an adult (18 or over) in your household who owns or has access to a bicycle?

Yes, continue

No, arrange callback time

No, obtain email address to send survey invitation to

No, no one in household owns or has access to a bicycle

Refused

Speaks Spanish only

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

SCREENING

1. Do you own or have access to a bicycle?

Yes
No

WEB: If No, skip to question 31.

TELEPHONE: If No, May I please speak with another adult (18 or over) in your household who owns or has access to a bicycle?

Yes
No

If no other household members own or have access to a bicycle, skip to question 31.

2. If yes, How much bicycling do you do during the warmer months of the year?

None
Once or twice a year
Once a month or less
Once a week or less
Two or three times a week
Four times a week or more

WEB: If answer to Question 2 is "None", skip to question 31.

TELEPHONE: If None, May I please speak with another adult (18 or over) in your household who owns or has access to a bicycle?

Yes
No

If no other household members own or have access to a bicycle, skip to question 31.

MOST RECENT BIKE TRIP

TELEPHONE: The purpose of this survey is to find out how the Chicago Department of Transportation can encourage infrequent bicyclists to cycle more often.

3. When was your *most recent* bicycle trip?

Today
Within the past week

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

More than one week ago, but less than one month ago

Between one month and three months ago

Between three months and one year ago

More than one year ago

4. What was the purpose of your *most recent* bicycle trip?

Go to/from work

Work related travel (such as to a meeting)

Go to/from school

Shopping

Social (such as visiting a friend or going to the movies)

Other personal business (such as a medical appointment)

Recreation

Fitness

Other, please specify _____

5. What specific facilities made this trip possible by bicycle? (Select all that apply)

Bike lane

Bike trail

Bicycle parking at destinations

Bicycle storage at home

Bike racks on buses

Can take bike on train/EI

Other, please specify _____

No specific facilities made this trip possible by bicycle

6. Why did you choose to bicycle for this trip? Please indicate the single most important reason and any other reasons you feel are also important.

TELEPHONE: Interviewer: Do not read answers. Please allow respondent to answer openly and then categorize the response into one of the following options.

This is the first of several questions in which the Interviewer must categorize the interviewee's open-ended answers (for online completion, the lists will be presented in random order, with other always shown last)

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

Factor	Most Important factor (select one)	Other Important factor (select all that apply)
Save time/fastest way to get to destination		
Good for environment/save energy/reduce congestion		
Don't like driving/traffic		
No place to park car at destination		
Don't own a vehicle		
Didn't have access to a vehicle at time of trip		
Don't have access to public transportation		
Save on transportation costs		
Too far to walk		
Exercise/Health/Fitness		
Enjoy it		
Other, please specify _____		

7. Where did your trip begin?

Home
 Work
 School
 Store or business
 Friend's/Relative's House
 Transit Station
 Other, please specify _____

8. What were the nearest cross streets to the place where your trip began?

Street 1 _____
 Street 2 _____

9. Where did your trip end?

Home
 Work
 School
 Store or business
 Friend's/Relative's House
 Transit Station
 Other, please specify _____

19. What were the nearest cross streets to the place where your trip ended?

Street 1 _____
 Street 2 _____

11. About how many miles was this bike trip?

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

_____ Miles

Don't know

12. About how long did this trip take you?

_____ Hours: _____ Minutes

Don't know

13. What type of route did you use during your trip? Please indicate the type of route used for the largest part of your trip and any other types of route that you used.

Type of route	Type of route used for largest part of trip (select one)	Other types of routes used (select all that apply)
Major street (without bike lane)		
Neighborhood street		
Designated on-street bicycle lane		
Lakefront or other off-road path/trail		
Sidewalk		

14. During your recent bicycle trip, did you use any other mode of transportation to reach your destination?

Yes

No

If no, interviewer should skip to Question 17

15. *If yes:* In addition to bicycling, which other modes of transportation did you use to reach your destination? Select all that apply.

Drive alone

Two or more people in the car

Cab

Carpool or vanpool program

Bus

Train/El

Motorcycle

Walk or run more than one block

Other, please specify _____

16. *If more than one mode:* How far was your trip including both/multiple modes of transportation?

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

_____ Miles
Don't know

MOST RECENT NON-BIKE TRIP

17. Think for a moment about your most recent trip of less than 30 minutes or under 5 miles for which you didn't bicycle and walking was not the main mode of transportation.

How did you get there? Select all that apply.

(NB: error will be shown if only walk selected and respondent will be reminded to think about a trip that included modes other than walking)

Drive alone

Two or more people in the car

Cab

Carpool or vanpool program

Bus

Train/El

Motorcycle

Walk or run more than one block

Other, please specify _____

18. What was the purpose of this most recent, short NON-bicycle trip?

Go to/from work

Work related travel (such as to a meeting)

Go to/from school

Shopping

Social (such as visiting a friend or going to the movies)

Other personal business (such as a medical appointment)

Recreation

Fitness

Other, please specify _____

18.

19. Where did your trip begin?

Home

Work

School

Store or business

Friend's House

Transit Station

Other, please specify _____

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

20. What were the nearest cross streets to the place where your trip began?

Street 1 _____

Street 2 _____

21. Where did your trip end?

Home

Work

School

Store or business

Friend's House

Transit Station

Other, please specify _____

22. What were the nearest cross streets to the place where your trip ended?

Street 1 _____

Street 2 _____

23. Why did you choose to *insert modes of transportation* for this trip? Please indicate the single most important reason and any other reasons you feel are also important.

TELEPHONE: Interviewer: Do not read answers. Please allow respondent to answer openly and then categorize the response into one of the following options.

Interviewer categorizes answer:

<u>Factor</u>	Most Important factor (select one)	Other Important factor (select all that apply)
Convenience		
Fastest way to get to destination		
Privacy (<i>if drive alone</i>)		
Lack of good alternative		
Alternatives are more costly		
Need vehicle for work/school/personal reasons (<i>if drive alone or car/van pool program</i>)		
Companion preferred this travel mode		
Don't like driving/traffic (<i>if not drive alone</i>)		
No place to park car at destination (<i>if not drive alone</i>)		
Don't have a vehicle (<i>if not drive alone</i>)		
Don't have access to public transportation (<i>if not bus or train/ET</i>)		
Exercise/Health/Fitness (<i>if walk or run more than one block</i>)		
Other, please specify		

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

24. Why did you NOT bicycle on this trip? Please indicate the single most important reason and any other reasons you feel are also important.

TELEPHONE: Interviewer: Do not read answers. Please allow respondent to answer openly and then categorize the response into one of the following options.

Interviewer categorizes answer:

<u>Factor</u>	Most Important factor (select one)	Other Important factor (select all that apply)
Weather		
Distance (too far)		
Too much to carry		
Need vehicle for work/school/personal reasons		
Personal safety		
Too much traffic		
Not confident riding in traffic		
No separate off-street bike lane/path		
Companion did not have bicycle		
No place to conveniently, safely park bicycle		
Bicycle needs repair/improvement		
No shower/changing facilities/place to clean up		
Dress code would not permit it		
Hassle of changing/cleaning up		
Don't enjoy exercise		
Don't enjoy bicycling		
Hadn't thought of bicycling as a means of transportation		
Not physically fit enough		
Other, please specify		

OTHER

WEB: That finishes the questions about trips. The next section will ask you some general questions about what would encourage you to bicycle more.

TELEPHONE: That finishes the questions about your trips. Now I'd like to ask you some general questions about what would encourage you to bicycle more.

25. Which of the following bicycle features of the city have you used? Select all that apply.

Bike racks throughout the city

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

Bike lanes on city streets
Lakefront bike path or another official City off-street bike path
Bike station
Bike route signs
Official City bike map
Bike rack on bus
Brought bike on train
Other, please specify _____
Have not used any bicycle features of the city

26. How important are each of the following factors in influencing your decision to bicycle rather than drive or use public transportation? Please rate each factor using a scale from 1-5 with 1 being not at all important and 5 being very important.

Interviewer goes through each possible answer with Interviewee and gets a rating for each.

Length of the trip
Wanting to get exercise
On-street bike lane part of the way to your destination
Off-street bike path or trail part of the way to your destination
A place to shower/change/clean-up at your destination
Secure bike parking at your destination
Secure bike parking at transit stations
Availability of alternative transportation
Bike racks on buses
Can take bike on train/El
Protecting the environment
Route avoids busy roads
The weather
Having enough time to bicycle to destination
Higher gasoline prices
Training on how to bicycle safely
Reduced automobile speeds
Being paid to ride to work/school
Owning a better bike
An increase in transit fares

27. Compared with last year, have you bicycled more, the same, or less this year?

More
Same
Less

28. *If More:* Why have you bicycled more often this year than last year? Select all that apply.

Interviewer categorizes answer:

More off-road paths
More on-road bike lanes

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

More bike racks
More convenient, secure parking
More shower facilities
Drivers more aware of bikers/safer roads/better enforcement of laws
Bikes are more affordable
Own a better bicycle
Bike racks on buses
Can take bike on train/El
Lack of good alternative
Greater concern for health/fitness
Wanted to reduce personal car use
Wanted to do my part to improve environment/reduce traffic congestion
Don't know
Other, please specify _____

29. *If no:* Why have you bicycled less often this year than last year? Select all that apply.

No time
Moved home
Changed job
Bicycle needs repair/improvement
Drivers less aware of bikers/less safe roads/poorer enforcement of laws
Not physically fit enough
Don't know
Other, please specify _____

30. Which of the following three choices would influence you to bicycle more often? Please rate each factor using a scale of 1 to 5, with 1 being not at all important and 5 being very important.

Interviewer goes through each possible answer with Interviewee and gets a rating for each.

Bicycle parking provided inside large commercial and office buildings
Fitness centers provide showers, changing areas, and lockers to bicyclists
Bicycle parking provided inside multi-family buildings

DEMOGRAPHIC CHARACTERISTICS

If branched from screening questions: The purpose of this survey is to find out how the Chicago Department of Transportation can encourage infrequent bicyclists to cycle more often. To ensure we have reached a representative sample of Chicago households, several questions about your household follow. All of your answers will be kept strictly confidential.

If not branched from screening questions: For the final section of the survey, you will be asked questions about your household. All of your answers will be kept strictly confidential.

31. How many people live in your household?

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

1 (I live alone)

2

3

4 or more

32. *If more than one person in the household:* How many people in your household bike at least once a year?

1 (only me)

2

3 (if 3 or more people in household)

4 or more (if 4 or more people in household)

33. How many cars, pickup trucks, minivans, motorcycles, etc. are there in your household?

0

1

2

3

4 or more

34. What is your employment status?

Employed full-time

Employed part-time

Self-employed

Retired

Homemaker

Student

Not employed

Other, please specify _____

35. *If employed full or part time or self employed:* How did you usually get to work last week? Please select the mode of transportation used for most of the distance.

Car, truck or van

Bus

Subway/El

METRA/Amtrak

Cab

Motorcycle

Bicycle

Walked

Worked at home

Did not work last week

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

Other, please specify_____

36. *If not given earlier, and the respondent employed or a student. What are the nearest major cross streets to your workplace(if employed)/school (if a student)?*

Street 1_____

Street 2_____

37. What is your gender?

Male

Female

38. Which category represents your age?

18 - 24

25 - 34

35 - 44

45 - 54

55 - 64

65 +

Refused

39. Are you of Hispanic origin?

Yes

No

40. Which category represents your race or ethnic group?

White

Black or African American

Asian

American Indian

Pacific Islander

Other race

Two or more races

Refused

41. Which category best represents your household's annual income?

Less than \$20,000

Between \$20,000 and \$39,999

Between \$40,000 and \$59,999

Between \$60,000 and \$79,999

Between \$80,000 and \$99,999

\$100,000 or more

Refused

WEB: If you would like to make additional comments, please enter them here and click next,

Appendix A: CDOT Bicycle Survey Instrument (Telephone and Web)

otherwise just click next to complete the survey.

TELEPHONE: Would you like to make any additional comments?

WEB: Thank you very much for your time. You may close your browser to exit or click next to link to the Chicago Department of Transportation website.

TELEPHONE: Thank you very much for your time.

APPENDIX B

Appendix B: Bicycle Respondent's Fit to Observed 2000 Census Household

One goal of the survey effort was to have the universe of participating households match as closely as possible observed conditions in Chicago using the 2000 U.S. Census. The survey universe of households should come from each part of Chicago in proportion to its population. The survey universe should also conform to U.S. Census observed conditions for gender, Hispanic or Latin status, race, age, income, household size, number of vehicles per household, and mode of travel to work.

Findings

The goal of matching the universe of households sampled in the CDOT Bicycle Users Survey was attained with a reasonable fit as follows:

- Geographic coverage of each area of Chicago was successful, both in general coverage and in density-related criteria; Eight study districts: Far North, North, Northwest, Central Area, West, South, Far South and Southwest, were established to provide a means of measuring survey success in population density. These results show reasonable fit in all eight districts with See Table B.1 and Figures B.1a and Figure B.1b;
- Tabulations of Census 2000 information on the population of over 2,896,000 persons in Chicago were compared to the universe of survey respondents and the results were reasonable for gender, Hispanic or Latin status, race and age. Considerable effort was made by AREA, Inc. to ensure success in obtaining balanced responses from the three main race categories: Latin or Hispanic, African American, and White. Zero vehicle households were well represented in the survey universe, as were households in the lower income categories.
- Tabulations of Census 2000 information on 1,062,000 households in Chicago were compared to the universe of survey respondents and the results were reasonable for income, household size, vehicle ownership, and mode of travel to work.

The 926 surveyed households replicated the observed Census 2000 information within reasonable limits. They provide a working base to which the cycling responses can be compared. The survey universe results are within the limits of what is needed to properly analyze the behavior of the Chicago population with regard to bicycle riding.

Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.1 Population and Location

The location of the survey respondents by population density were analyzed in two ways: by ZIP code and by district. The 926 households that participated were:

1. Aggregated by ZIP code and mapped (Figure B.1a);
2. Geo-coded and mapped (Figure B.1b);
3. Aggregated by district and tabulated (Table B.1) as well as mapped (Figure B.1b). A set of eight districts was established for the CDOT Bicycle Users Survey.

Table B.1: Survey Respondents by Population
CDOT Bicycle Users Survey

District	Chicago Observed*		CDOT Bicycle Survey			
			Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total	# of Records	% of Total
North	349,101	12%	111	12%	62	18%
Far North	187,411	6%	74	8%	32	9%
Northwest	619,251	21%	125	13%	68	19%
Central Area	132,182	5%	111	12%	34	10%
West	410,138	14%	99	11%	29	8%
Southwest	291,595	10%	73	8%	37	11%
South	465,449	16%	198	21%	60	17%
Far South	440,889	15%	135	15%	29	8%
Total	2,896,016	100%	926	100%	351	100%

*U.S. Census, 2000

Table B.1 shows that the CDOT Bicycle Survey population generally represents Chicago well. It under-represents residents of the northwest side district (21% observed vs. 12% surveyed) and of the west side district (14% observed vs. 11% surveyed). Over-represented are the Central Area district (5% observed vs. 12% surveyed) and the south side district (16% observed vs. 21% surveyed). The observed and surveyed percentages of total Chicago population are shown in the Figure B.1a below. The number of long and short survey responses is also shown by ZIP code in Figure B.1b.

Figure B.1a Location of Surveyed Households by District
CDOT Bicycle Users Survey

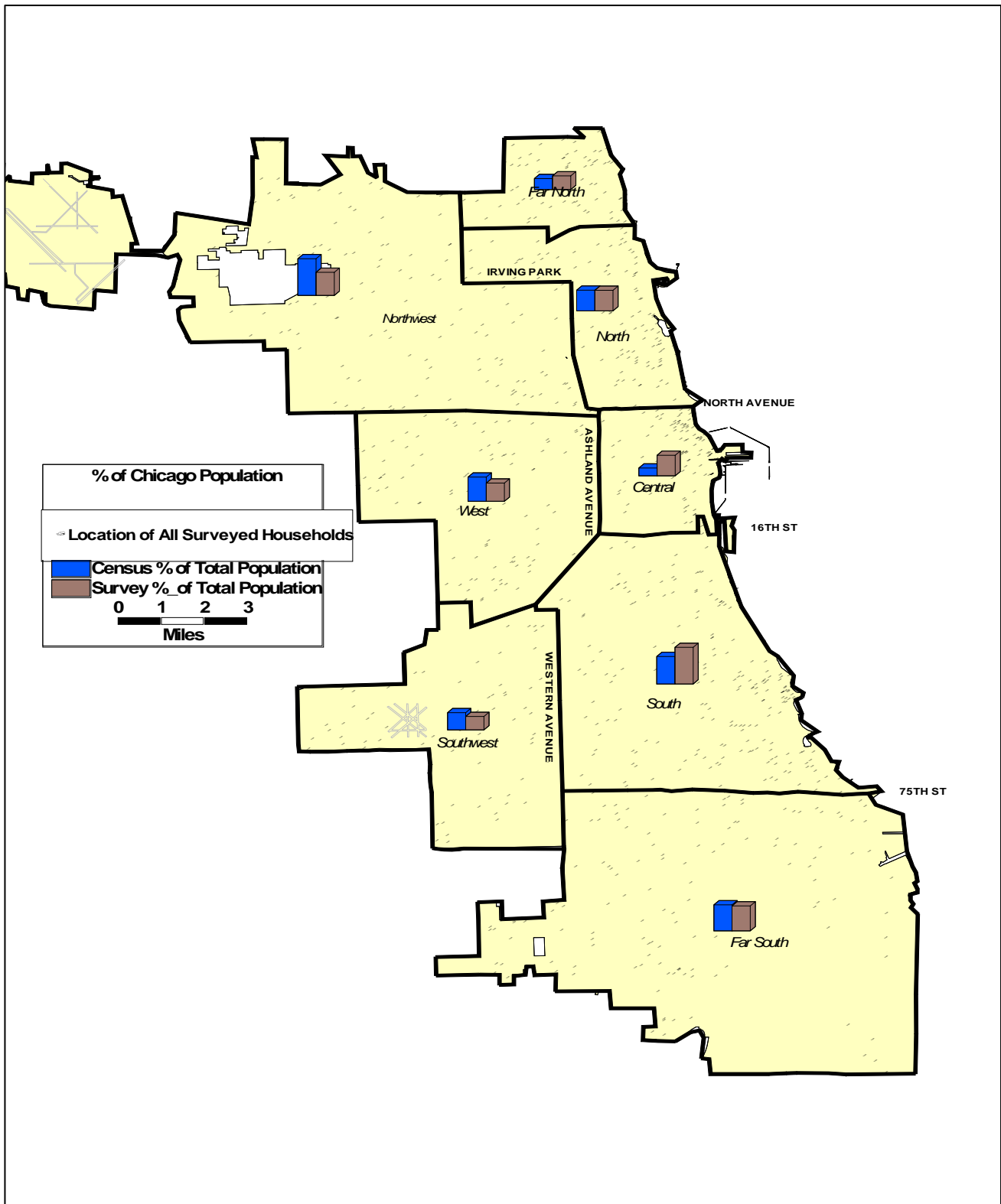
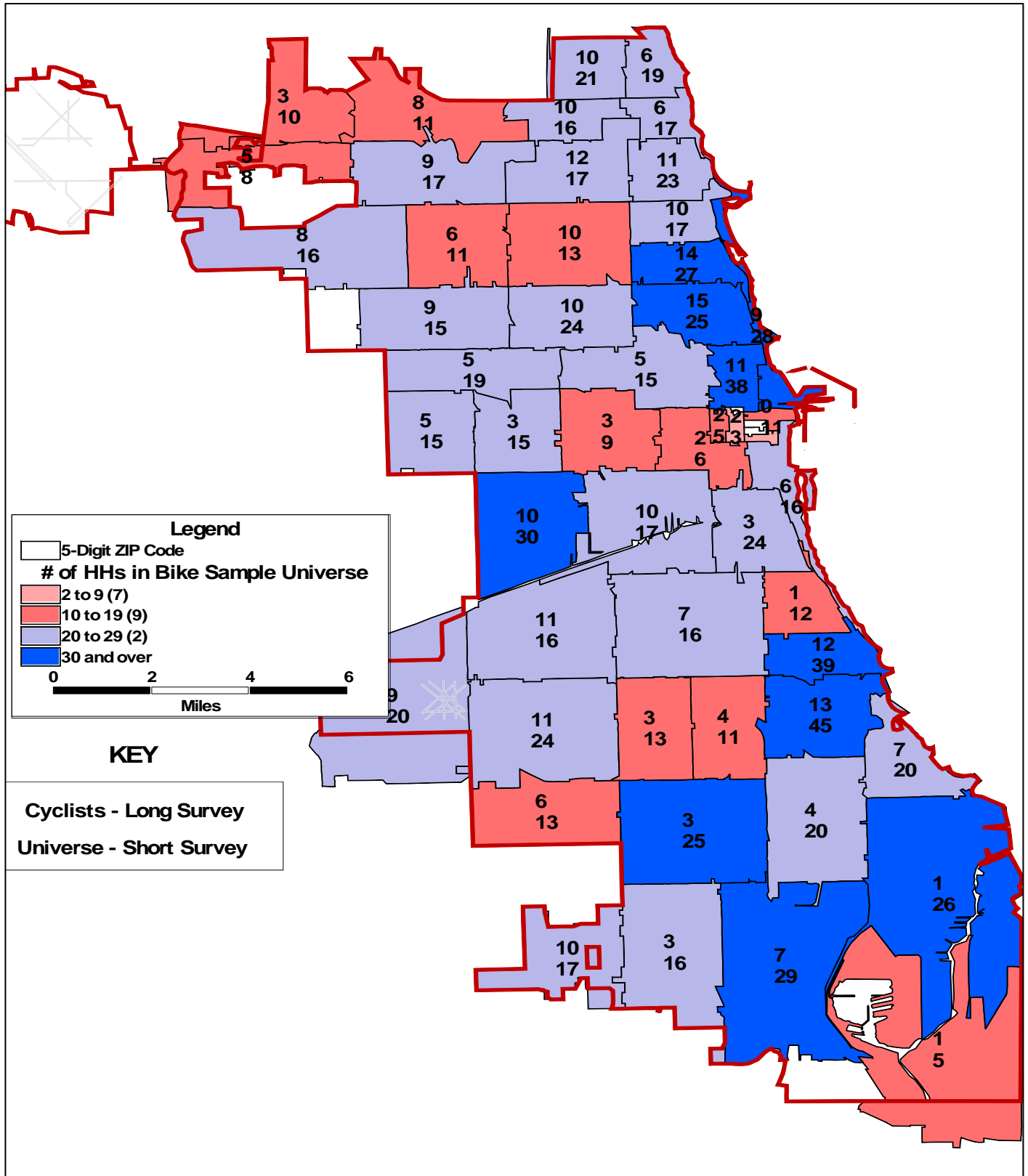


Figure B.1b Location of Surveyed Households by ZIP Code
CDOT Bicycle Users Survey



Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.2 Gender Distribution

The observed Chicago-wide gender split is 48.5% male and 51.5% female. The sample of all completed surveys shows a distribution of all respondents based on gender of 42% males and 58% females. However, the respondents representing cyclists show a more balanced distribution of 52% males and 48% females.

Table B.2 Survey Respondents by Gender
CDOT Bicycle Users Survey

Gender	Chicago Observed*		CDOT Bicycle Survey			
			Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total	# of Records	% of Total
Male	1,405,107	49%	385	42%	184	52%
Female	1,490,909	51%	541	58%	167	48%
Total	2,896,016	100%	926	100%	351	100%

*U.S. Census, 2000

B.3 Hispanic and Latin Population Distribution

The observed percentage of Hispanic or Latin households in Chicago is 26%. The sampled percentages of Hispanic or Latin households for the universe of survey respondents is 15% and for those who are cyclists 19%.

Table B.3 Survey Respondents by Hispanic or Latin Heritage
CDOT Bicycle Users Survey

Hispanic Status	Chicago Observed*		CDOT Bicycle Survey			
			Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total	# of Records	% of Total
Hispanic or Latin	753,644	26%	134	15%	63	19%
Non-Hispanic	2,142,372	74%	745	85%	270	81%
Total	2,896,016	100%	879	100%	333	100%

*U.S. Census, 2000

Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.4 Race Distribution

The U.S. Census categories were used to prepare a distribution of respondents by race. While 43% of Chicago is white, 58% of the survey universe and 73% of the cyclists were white. While 36% of Chicago is African American, 33% of the survey universe and 17% of the cyclists were African American. About 10% of both survey groups refused this question.

Table B.4 Survey Respondents by Race
CDOT Bicycle Users Survey

Race	Chicago Observed*		CDOT Bicycle Survey			
			Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total	# of Records	% of Total
White	1,215,315	43%	482	58%	232	73%
African American	1,065,009	36%	278	33%	55	17%
Asian	125,974	4%	21	3%	7	2%
American Indian	10,290	0%	1	0%	0	0%
Pacific Islander	1,788	0%	3	0%	1	0%
Other Race	393,203	13%	39	5%	14	4%
Two or More Races	84,437	3%	13	2%	9	3%
Refused		0%	78	N/A	33	N/A
Total (w/o Refused)	2,896,016	100%	837	100%	318	100%

*U.S. Census, 2000

B.5 Age Distribution

The age distribution of all survey respondents generally reflects that of the City of Chicago, according to the 2000 Census. However, cyclists in the age group 35-44 appear in the cyclist respondents out of proportion to the observed data – 32% of the survey cyclists are 35-44 while only 21% of the population is in this age group. Over 65 year old person appear in the population at 15% of the total but are 7% of the cyclists.

Table B.5 Survey Respondents by Age
CDOT Bicycle Users Survey

Chicago Observed			CDOT Bicycle Survey				
Age (Census Range)	# of Records	% of Total	Age (Survey Range)	Universe		Cyclists	
				# of Records	% of Total	# of Records	% of Total
Under 20	844,298						
20-24	239,252	12%	18-24	90	10%	36	11%
25-34	533,199	26%	25-34	171	20%	80	24%
35-44	433,268	21%	35-44	165	19%	105	32%
45-54	330,507	16%	45-54	127	15%	47	14%
55-64	216,689	11%	55-64	129	15%	38	12%
65+	298,803	15%	65+	193	22%	23	7%
Refused		0%	Refused	51	N/A	22	N/A
Total over 20 yrs.	2,051,718	100%	Total Over 18 (w/o Refused)	875	100%	329	100%

*U.S. Census, 2000

Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.6 Employment Status

Employment status is relatively consistent between the set of all respondents and cyclists. The groups showing the greatest variation are full-time employees where 56% of cyclists are employed full-time as opposed to 45% of the universe of respondents. In a similar vein, 23% of the universe of respondents were retired, but only 10% of the cyclists were retired.

Table B.6 Survey Respondents by Employment Status
CDOT Bicycle Users Survey

Employment Status	CDOT Bicycle Survey			
	Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total
Employed Full-Time	419	45%	197	56%
Employed Part-Time	62	7%	26	7%
Self-Employed	61	7%	32	9%
Retired	212	23%	34	10%
Homemaker	41	4%	21	6%
Student	54	6%	21	6%
Not Employed	67	7%	17	5%
Other	10	1%	3	1%
Total	926	100%	351	100%

B.7 Income Distribution

Among Chicago residents, 33% reside in households with under \$24,000 yearly income. The survey captured 21% at this income level. In the next highest income level (\$25-34K), the tables were turned with observed level at 13% and the survey collecting 23%. Differences were found between the universe of all respondents and cyclists. Most notably, 15% of all respondents' households earn between \$60,000 and \$79,999, while 19% of all cyclists' households earn the same. Conversely, 21% of the survey's universe of respondents earn less than \$20,000, while only 13% of cyclists do so. About 30% of all survey respondents declined to answer the income question.

Table B.7 Survey Respondents by Income Range
CDOT Bicycle Users Survey

Chicago Observed*			CDOT Bicycle Survey				
Income (Census Range)	# of Records	% of Total	Income (Survey Range)	Universe		Cyclists	
				# of Records	% of Total	# of Records	% of Total
Under \$24K	349,634	33%	Less than \$20,000	125	21%	33	13%
\$25K-34K	133,670	13%	\$20,000-\$39,999	137	23%	49	20%
\$35K-49K	171,140	16%	\$40,000-\$59,999	109	18%	56	23%
\$50K-74K	188,700	18%	\$60,000-\$79,999	88	15%	46	19%
\$75K-99K	95,162	9%	\$80,000-\$99,999	48	8%	22	9%
Over \$100K	123,658	12%	\$100,000 or more	86	15%	42	17%
<i>Refused</i>		0%	<i>Refused</i>	333	N/A	103	N/A
Total	1,061,964	100%	Total (w/o Refused)	593	100%	248	100%

*U.S. Census, 2000

Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.8 Household Size

The distribution of household size is generally consistent between all respondents and the universe of observed households in Chicago. Between the survey universe and the cyclists, there are differences: 29% of the universe of all respondents occupy one-person households while only 20% of cyclists do the same.

Table B.8 Survey Respondents by Household Size
CDOT Bicycle Users Survey

Household Size	Chicago Observed*		CDOT Bicycle Survey			
			Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total	# of Records	% of Total
1	345,437	33%	271	29%	70	20%
2	277,771	26%	296	32%	119	34%
3	156,349	15%	135	15%	59	17%
4 or more	282,363	27%	224	24%	103	29%
Total	1,061,921	100%	926	100%	351	100%

*U.S. Census, 2000

B.9 Household Vehicle Ownership

Household with no vehicles make up 29% of Chicago households; the CDOT bicycle survey universe did not replicate this observed statistic obtaining 20% zero vehicle homes. Among cyclists, only 10% came from zero vehicle homes. At the other end of the household vehicle ownership scale, 6% of observed households had three or more vehicles. The survey universe had a higher percentage (10%) of these households represented. The cyclists were even more likely (11%) to come from homes with 3+ vehicles.

Table B.9 Survey Respondents by Household Vehicle Ownership
CDOT Bicycle Users Survey

Chicago Observed*			CDOT Bicycle Survey				
HH Vehicles (Census Range)	# of Records	% of Total	HH Vehicles (Survey Range)	Universe		Cyclists	
				# of Records	% of Total	# of Records	% of Total
0	306,336	29%	0	187	20%	34	10%
1	461,677	43%	1	422	46%	168	48%
2	227,045	21%	2	229	25%	109	31%
3 or more	66,863	6%	3	62	7%	26	7%
			4 or more	26	3%	14	4%
Total	1,061,921	100%	Total	926	100%	351	100%

*U.S. Census, 2000

Appendix B: CDOT Bicycle Survey Respondent Fit to 2000 Census Households

B.10 Work Trip Travel Mode Distribution

Of the given modes of transportation to work, the private automobile (as driver or passenger) is the most often chosen mode, with 65% of Chicago workers using this mode. Among survey respondents, the auto modes register 53% of all respondents and 50% of cyclists. Public transit, including Metra commuter rail, CTA rail and bus, and Pace bus, account for 26% of observed work trips in Chicago – the CDOT survey obtained a higher rate (29%) for both the survey universe and the cyclists. 'Other' mode, which includes taxis and bicycles is 1.3% of the observed work trips in Chicago. In the survey universe, 7% of work trips were bicycle, taxi or other mode and among cyclists 10%. The survey captured more work-at-home persons than did the observed (Census). The walks rate was similar among all three groups.

Table B.10 Survey Respondents by Mode of Travel to Work
CDOT Bicycle Users Survey

Mode to Work	Chicago Observed*		CDOT Bicycle Survey			
	# of Records	% of Total	Universe		Cyclists	
			# of Records	% of Total	# of Records	% of Total
<i>Drive Alone</i>	597,598					
<i>Carpool</i>	172,722					
Auto Mode Subtotal	770,320	65%	286	53%	127	50%
Public Transportation	310,924	26%	158	29%	73	29%
Walked	67,556	6%	28	5%	8	3%
Other	15,174	1%	36	7%	25	10%
Worked at Home	28,165	2%	30	6%	19	8%
Total	1,192,139	100.0%	538	100%	252	100%

*U.S. Census, 2000

B.11 Households by Cycling Frequency

Finally, households were asked "How many people in your household bike at least once a year?" Many households (46%) had no people within who cycled at least once a year. These households qualified for the short survey. If the household contained at least one cyclist, then that person was asked to complete the cyclist (long) survey. 54% of Chicago households contain one or more persons who cycle yearly or more often.

Table B.11 Survey Respondents by # of Cyclists in the Household
CDOT Bicycle Users Survey

# of Persons in Household Who Bike at Least Once A Year	CDOT Bicycle Survey			
	Universe		Cyclists	
	# of Records	% of Total	# of Records	% of Total
0	415	46%		
1 (only me)	308	33%	149	42%
2	114	12%	113	32%
3	39	4%	39	11%
4 or more	50	5%	50	14%
Total	926	100%	351	100%

APPENDIX C

Bike Lanes

Bike lanes are too narrow. I would like to see the City offer a program to educate drivers on how to drive when bikers are present.

We need more bicycle lanes for improved safety.

Too many cars travel in the bike lanes.

Are you going to finish the bike path on the south side near the Skyway?

Critical Mass should publish their events better; those group rides are great.

More people biking would be good; the more they do it, the more other people will do it.

Bike lanes disappear; they are not continuous [which makes it difficult to ride some routes].

I encourage drivers to respect bike lanes more; for example, S. Halsted has a great lane, but people drive in it.

The south side doesn't have decent bike paths especially by the Nabisco Plant on Kedzie. Western is just as bad. I would ride my bike to work if there were more bike lanes.

There is no bike lane where I ride and I have a toddler on the back of my bike. Also the street could use major repair.

Drivers--Especially taxis--who park/drive in bike lanes, should be aggressively ticketed! Limiting the number of bikes per car on the CTA train discourages families from riding together. CTA schedules should mean something but they don't.

It's unrealistic to expect people to bike to work downtown because the bike lanes always have cars in them.

I live in Hyde Park and there are many bikers, but no bike routes, even on the University of Chicago campus.

We need improved area for bikers going to Navy Pier where the path ends under Randolph St. Also we need bike lanes on more city streets. Is it possible to put air hoses on the Lake front bike path for flat tires?

As a driver, I like the bike lanes. I think it encourages bike riding.

From a layman's perspective, the bike lanes seem to be in odd places on some streets; they are not on the far right. (I am thinking particularly of Dearborn and Ontario.)

The traffic laws should be enforced for bikers, especially for couriers.

There are no bike lanes or bike paths in Hyde Park. In some places the sidewalk is the safest way.

There need to be separate paths along the lake front - one for pedestrians and one for bikers and roller bladers. There should be an enforced speed limit for bikers and roller bladers who go too fast.

Bike Lanes - continued

There are no bike lanes out on the southwest side. I like to go out to the forest preserves but I have to drive my bike there because I don't feel safe riding on La Grange Road or over the bridges on my bike.

Add bike paths at Wolf Lake hooked to Lakeshore path making the city accessible

The bike paths being put in different areas are helpful.

We need more bike lanes; I always want more bike lanes.

I would like more bike lanes in the Bronzeville area to get to the bike path along the lake.

More dedicated bike paths with no vehicles allowed. Downtown is scary to bike in. Increase funding in public transportation!

Extremely happy with improvements to the bike path on the lakefront, especially the new part by Belmont.

You should consider a bike path along the railroad right of way by Ravenswood so it would connect with the Wisconsin bike path system. I ride triathlons and there is no way to do a good distance in the city without doubling back.

Street and bike lanes are good.

I would like more bike paths off main streets to encourage bicycle use and a map to show where these local routes are.

There should be more biking. The bike lanes have to be far enough from cars so that you don't get "doored."

The lake shore bike paths have gotten very crowded on weekends with people going very fast. My family (young teen child) and I have been in near accidents. So it is no longer as pleasant as before.

Biking [on the lakeshore path] is annoying on the crowded beach days.

There are plenty of suburbs to ride bikes in.

I do not see a need for bicycle lanes because they create a more traffic during rush hour. The lines could be eliminated and the two way street could have a total of 4 lanes instead of two. When there is traffic together with bikes it slows down the traffic and it creates pollution. But I might buy a bicycle because of the gas prices.

I will not buy a bicycle but the bicycle lanes I believe are good and I don't mind them.

No specific comments I believe that we should build more bike lanes.

Bicycles shouldn't be allowed on the streets, they should operate on designated sidewalk lanes.

Bikes should have their own lane.

More bike lanes but located more in residential areas and on busy streets, such as Archer Avenue.

Bike Lanes - continued

Need to do a better job fixing the streets. It's hard to ride in a bike lane with potholes and crumbling asphalt! I would love to see a bike lane on Milwaukee Avenue.

The bike lanes on Elston Avenue are dangerous as you approach major intersections because the bike lane ends and become very tight right turn lanes.

We need more bike lanes that are marked. Clearly more bike lanes in the city are needed.

Helmets should be mandatory. On the Northwest side there are no bike lanes or bike paths. I bike less because I'm afraid of the increasingly heavy traffic and their disregard for bicyclists.

I wish I had a bike. I live by Northside Prep; the local street is too narrow for a bike lane.

I'm thinking about starting to ride a bike and think we need more bike paths or lanes located off the main streets.

They should put more bike paths in the city and more bike stations. It is dangerous to ride on some streets; you could get run over or mugged. We should have police on bikes watching to make it safe so people feel more encouraged to ride the bikes.

We need elevators for taking your bike on the train. Thanks for the bike lanes; they are a very good idea.

I would like to see more protected bike lanes.

I'm living not far away from the lake. But there is no special access road for bikes and it's very difficult for me to get to the lake.

I like that bike lanes are improving and want it to continue.

The bike path near me (river) currently goes under Lincoln and then dumps out into oncoming traffic onto Kedzie. Need better river connection.

The river path is great, but it needs to be better connected to roads.

If there were more bike paths and bike lanes I would bike even more often. Some major streets like Lincoln Ave feel dangerous to ride on.

I wish there would be more bike routes, and bike lanes in the Pilsen/Little Village area.

Addison and California is a very dangerous intersection.

Bike paths are too dangerous in the streets; they should be on the sidewalk.

I would like to see fewer bikes on the streets.

They should build more sidewalks in downtown Chicago so fewer accidents would happen. I am afraid to ride on the street. There are too many cars. I prefer the sidewalk.

Bike Lanes - continued

We need more bike trails on the rivers that lead to suburbs and bike paths on the roads that lead to forest and to the places of recreation.

More routes for bikes.

I like bicycling very much. But it's very difficult to ride through busy streets since there are almost no bike trails and lanes.

I am against people riding their bikes on the sidewalk.

With the price of gas the way it is more bike routes would be a good thing.

I do not like biking on the streets - too dangerous.

There are no bike lanes or bike trails in my area.

I encourage bicycling but bike lanes don't help at all. Drivers ignore them especially during the rush hour.

I'd like to go to work by bike, but using an off road bike lane. The money spent on bike lanes on the street for bicyclists is wasted, I ride on the sidewalk; it is more secure.

There has been a lot of improvement on the lakefront around Fullerton. The bike path was extended – it's been a good thing. Other places need to have bike paths extended or widened – there is lots of bike congestion, especially in summer. It would be nice if there were public phones in case of accident.

We need more bike lanes on the roads.

Need more bike lanes near Midway airport.

Need more bike lanes.

The bike paths in the forest preserve need to be re-paved - it is very bumpy.

I just got hit biking in the street. I wish they would put more bike lanes on the streets especially here in the south!

Need more bike roads.

I love bike lanes.

Someone should look at turning the area under the el tracks into biking lanes for bikers. You could put security cameras under there and I think that the lanes would be big enough. It would be somewhat weather-proof. The biggest issue is safety and the cameras would solve that problem. You could even put something above the el track.

Bike Lanes - continued

The city should think about turning the parkway (the area between the sidewalk and the street into bike lanes in certain areas of the city. The city should consider this area as a viable option in the future and over time and should think about what they put in these areas like fire hydrants and parking.

My wife was actually seriously injured on the bike path by the North Avenue beach house. It is just so congested that it probably turns people off of biking. Bikers need a right-of-way out there in order to increase safety and therefore biking.

The el right-of-way is the real untapped source.

In the past years the city has made no effort to paint continuous bike lanes throughout the city. In certain areas the lanes are barely visible making it hard for motorists to have any awareness that they have to share the roads with bikers. I have had a run-in where a crazy motorist hit me and the police were involved since she thought that only cars should be allowed on the road. The separated lines do not work well and need to be re-painted all over the city and not just in certain areas. The city needs more signs to teach motorists to slow down and to let them know there are also many bikers on the roads too. I bike three miles to the lakefront and use busy streets to get there. Awareness is needed- start here.

General Bike

Gas is too expensive. That's why we are being forced to use our bikes.

Biking is a nice form of exercise; there are a few bike paths in our area, but there aren't a lot of bike riders.

Using a bike is an idea that we should think about.

Bike use is great!

I like that we have bike paths in the city. I used to have a bike, but sold it recently because a friend of mine got hit by a car. I might buy another bike but that could be an impulsive move. I never see bikers in the city.

Best City in the U.S. for bicycling. Keep making more enhancements. I am a big supporter of the city's program.

I want to know more about Chicago bike trails.

Bike usage is a great idea.

Bike usage is great, although we don't ride bikes here. The paths along the lake are great, but the city streets--forgot about that.

We can't use bikes in the winter-time.

The mayor has done a good job making Chicago biking friendly.

I have read that Chicago is the most bike-friendly city in the U.S., and I believe it.

I really appreciate all the perks that bike riders have in Chicago to encourage them to ride. My friends in other cities are jealous.

I think it's wonderful to have bike trails in the city.

I glad to be taking survey – hope it helps to get more people to ride.

I hope the mayor rides his bicycle.

The bike plan is coming up really nice and the mayor is doing an excellent job with the city.

I plan to buy a bike; haven't bought one yet because of time.

My neighborhood is not bicycle friendly. There aren't bike lanes and there is bike parking where your bike wont get ripped off.

The city should make Lake Shore Drive only for biker riders.

I really appreciate the lakefront and the ability to bike out on the lakefront.

General Bike - continued

Keep up what is being done now. I am pleased with the city and with biking.

I don't like wearing helmets because hair looks funny when you take off the helmet. I need a way to bike without fighting the traffic. Not enough space for bikers and vehicles. I need a place to put the bike and more places to clean up and change and leave the bike while going to work or carrying on daily functions, especially if I am carrying things.

I am German and there is so much more bike usage there than here. I think that they are more ecologically minded. In Europe generally it is like that.

It would be easier to enjoy biking if the curfew on the lakefront wasn't so early.

I am thinking of getting a bike. I ride to Evanston quite a bit and I don't use the car too much. I think that using a bike would be helpful during the warmer months. I don't like driving because it is out of control in this city. Biking is healthy for everyone.

I think that the closing of the pedestrian walk from lake shore to Buckingham fountain has a hugely negative effect on bike travel and foot travel for the city. It's a very big mistake.

I hope to start biking) more.

I like to bike, but I just don't have the time or energy.

I am in favor of more people biking. Commuting home on the Lakefront bike paths is too crowded and there are too many people that are skating and running on it. Make a special lane on the lakefront just for bikes.

Daley is doing a great thing in trying to increase bicycling. I have been trying to heed his advice to bike for any trip that's less than five miles.

I like biking and walking and the city.

I want more people to bicycle.

We think Chicago is a great bicycling city.

I would love to have a bike, its been on my to-do list.

I try to give any bikers on Elston the right of way.

My plan is to use my bike more this year.

I would like better bike parking.

The CTA should put out a pamphlet on how to put bikes on bus bike racks.

Riding bikes is more affordable then driving cars. But the last time I rode my bike was in Puerto Rico and not in Chicago.

General Bike - continued

It is more important to exercise than to stay home and get fat. Thus, I go for the use of the bicycle.

Biking is too dangerous in the city; I'm not buying a bike.

Conditions of the roads are a big factor. Many streets are in bad shape and it makes it difficult to cycle. We need better public transportation.

I would like to bicycle more and I would like other people to bicycle more to be healthy.

We are looking to buy bikes next summer.

I would probably bike way more often except for having a 5 year-old.

More people should bicycle, for health and to save the environment.

Bicycling is a great idea. It helps me to exercise.

Could vouchers be provided - to get affordable bikes for children, for example.

I have been biking for many, many years in Chicago. It has improved tremendously, but I think there should be something regularly on the news to build awareness (of bikers) for those who really don't care. Drivers not always aware of bike lanes and of what the city is doing about biking. It is ridiculous to pay bike riders to bike to school or work. Don't even think about it!

It's great to see people bicycling!

It's a good idea to bicycle.

We need more traffic signals that help bikers. Also bikers should ride buses for free. We also need better security for the bikes.

I think what the city is doing is good. I just have to find more time (to bike).

The city is doing a good job with the bike lanes, bicycle awareness, and bike racks on buses.

I hope they make it (biking) more convenient.

Improving bicycle safety with street and bicycle lights is a good thing.

We have a great mayor in coming up with solutions for bicycling. Anything you guys can do to improve it would be great!

I think your survey is wonderful, and I think biking is great. I am also glad public transportation (agencies) are encouraging people to bike more.

I wish to see my children use bikes more often in the future and so your work is very valuable for me.

Rider / Driver Behavior

Bike users don't have any regard for the rules of the road. But then again, neither do drivers.

You're crazy if you ride a bike in the city because drivers are awful. Bike riders take their lives in their hands.

Bike riders should follow the same road rules as vehicles.

You have to be really brave to use a bike in Chicago. Public transportation is good, but could be more frequent in some parts, like the south side.

Bike riders should be ticketed for running stop signs and lights because they don't think the laws apply to them. I see this mostly in the loop with messengers.

I've nearly been killed by guys on bikes in downtown Chicago; they seem to feel free to go through lights and against traffic. Otherwise, bicycle riding is great.

I was in a cab downtown, and two cabs squeezed a biker between them and hurt the biker. It's too dangerous to ride a bike downtown because cab drivers are ruthless. I won't even ride my moped downtown.

Too many bicyclists ride in the street and don't obey traffic laws.

The bicyclists bother me when I drive. I witnessed a driver going up on the sidewalk to avoid hitting a bicyclist.

The Pace bus and the South Shore line work well. Cars are a menace because drivers drive 80 miles an hour in 45 mile zones.

I don't like bike riders on the sidewalk. On Michigan Avenue, I saw a cyclist on the sidewalk

I used to have a bike but living downtown, I feel that riding a bike there is taking my life in my hands. I know several people who have been in serious accidents.

Biking is a great idea but bikes should be more careful. Most make them follow the laws like everyone else.

I have mixed feelings about biking because bicyclists don't follow the rules that everyone does. I like to run and bikers are very dangerous to runners.

Bicycle riders need to follow the rules of the road. When they ride on my right and they're going straight and I need to make a right hand turn, I don't always know they're there and it's dangerous.

I'd like to see the city to do anything possible to enhance its reputation as a bike-friendly city but more training is needed on basic bike laws and more enforcement laws - such as not going through stop lights/signs, etc.

I like bikes. I like to see them out there. But they can be dangerous on the streets. They need a place to ride for themselves.

I want bikes banned from Sheridan Road. Bikers don't follow any rules of the road.

Rider / Driver Behavior - continued

I am concerned about safety on the lake front path. There are too many people using it. People don't follow organized rules of the path (unofficial or official). They ride too fast and there are too many people walking across the path. It can be too dangerous. I would love to see more police on bikes on path to monitor; to be a presence.

They need to stay off the sidewalk, the bikers.

I think that people who ride bikes in the city should get a license and should know the rules of the road, know how to use one way streets, be accountable about riding on the sidewalk or not, and be required to wear helmets.

I would like the city to know that I have broken my hip over the years and bikers don't belong on the sidewalks. It makes it difficult and scary for me to walk down the sidewalk. I don't take the el or train since there are too many stairs for me to climb as well.

Make people follow the rules and make it easier for people to ride bikes. Get rid of the cab drivers. Bikers need to be more responsible and not go through red lights. It makes bikers who follow the rules upset.

There needs to be more drivers education for bad drivers! Also, on the northwest side, there are very few bike facilities (bike lanes, bike parking).

Traffic in Chicago is horrible, what else can you say? I imagine that might make riding a bike hard too, even trying to get to a bike path.

We need more bike lanes, education of the drivers, and more street signs to be more aware of the bicyclers.

I would like to see police officers writing tickets for cars that drive in the bike lane everywhere in the city, mainly on Clybourn and Armitage.

I live on North Sheridan Road. There are signs for no biking on sidewalk, but there are constant bikes on the sidewalk. The police are not interested in controlling the bikes. Also, last year I was knocked to the ground by a roller-blader on the sidewalk, and was told by the alderwoman's office that there are no laws against roller-bladers.

My husband is a runner, and bikes on the sidewalk are terribly annoying to him, especially along the lakeside. Bikes are going way too fast and can cause problems for runners. Maybe create a different path for joggers/runners/walker/bikers. Maybe try to establish a way to put bikes on the trains/el during rush hour traffic.

Do more to enforce rules that separate drivers from bikers, motorcycles and semi-drivers. Too many hit and run accidents.

I don't think bicyclists should be allowed on city streets. In some cases they should be allowed to ride on sidewalks. This city is wasting its money on bike lanes, they should make more sidewalks available to bikes.

Rider / Driver Behavior - continued

If I was serious about riding a bike I would be afraid to ride. Some people are discourteous, such as messengers. Sometimes bike riders are rude to drivers, and vice-versa.

The city is very bicycle friendly. But many drivers don't understand that bicyclists also have the right to bicycle on the road. There should be more publicity for the drivers to respect bicyclists on the road and more signs not allowing you to bike on sidewalks.

Biking is great exercise. The only thing I don't like is you can't bike all over because of the cars, traffic, and their speed. Also I like to be able to ride against traffic in order to see what's coming toward me.

I wish that law enforcement would enforce all the laws for bicyclists.

I no longer bicycle, because there are no dividers between cars and bicyclists.

A lot of people bicycle and, while bicycling, they get between cars. You should stop that.

There are many bicyclists that make a hindrance for drivers. They are between cars making it difficult to move.

All cyclists should wear reflective vests. Also drivers need to learn respect for bicyclists.

There are plenty of drivers that are very unfriendly to bicyclists on the roads. its very insecure to bicycle on the roads.

Bicycling has changed a lot since I first moved here in 1975, most for the good. I just wish (the city) would make available some safety training seminars for defensive riding.

What is this with the new (August?) rules about riding the wrong way down one way streets. Side streets are often the safest, but if you cannot ride down sidewalks or one-way streets, it makes getting places safely a challenge. Police shouldn't be spending time on it, can't believe either of those things (bicyclists riding the wrong way down a one-way street or riding on the sidewalk) are that big of a deal.

It is important to teach bicyclists the rules of the road. Inside parking would be a good thing for bicycle users.

Chicago bike lanes are not secure.

They should allow bikes on the sidewalk.

I think the police should enforce laws and give tickets to drivers who drive in bike lanes, especially on Elston Avenue. It's terrible. Otherwise, Chicago is a great biking city.

Transit

The CTA bicycle features have made no difference. Their transit service is poor.

CTA bus #24 on Wentworth should not be cancelled; it would cause a serious hardship to our neighborhood.

Need more hours of service on CTA bus route #24 (Wentworth). There is no weekend service or service after late evening.

Need to post schedules for buses in all bus stops.

The CTA is really good.

Older people won't know what to do without good bus service to get to doctors, etc.

Public transportation is very satisfactory in the city.

The EI is a great way to get around.

Bus stops need seating, and we need more shelters in places where buses don't run frequently.

If the CTA cuts back on availability of buses, this would affect me.

I don't need to use a bike in the city: I walk or ride the bus. However, I'd like to see more bike lanes; it makes people drive more carefully.

Current CTA schedules are not always available.

I've been a CTA rider for many years. The CTA needs to do something about security. There are too many transients on the subway.

I love the free trolleys downtown.

I'm crippled and I have to use CTA buses for basic transportation.

How are people who depend on the bus going to make do after the service cuts in January? This is just wrong!

I want the CTA improved: more buses, lower fares.

There is a need to put more lines on the south side. I think that there is favoritism in the city. I wait for 30-45 minutes for a bus. It is nice to see shelters placed up on Halsted and Madison.

Transportation is too slow (bus).

The new bus shelters are great. London has a system that tells commuters how long the wait will be till the next bus/train. Chicago should look into doing that too.

Transit – continued

Don't cut service in 2005.

Need buses to run more frequently at rush hour. Don't raise the fare!

I waited for over an hour in bad weather on Wednesday (before Thanksgiving) for a bus to Hyde Park. Cutting bus routes and reducing service is insane. I teach college - for my students those night time buses are a lifeline.

The improvements through Jackson Park have provided a much more pleasant environment. The Metra stations are well maintained. Hope the CTA doesn't have to make cutbacks in service.

Clean up public transit. There is no riffraff on the Metra and its cleaner. The CTA Red Line is not.

Putting your bike on a bus is a hassle. Anyway there are no bike racks by my house on the south side.

I take CTA and Metra when I can. I wish the bicyclists would obey the traffic laws when riding on the streets.

Cutting CTA routes is hurting many people. When fares are raised people should get more, not less.

Buses need to run more often.

A CTA bus on Clybourn would be awesome. I am happy with the bus bike racks.

There is no CTA after 5 pm on the weekends on Racine and 79th. I have to go to Ashland and then backtrack to Racine. I can't go to church on Sunday evening.

Chicago does a good job providing public transportation, but I would not like to see cuts, as many have been made already.

Security is an issue on the "L". The trains should be cleaned at the end of the line before being sent out.

CTA service is good right now, hope there won't be any cuts.

I believe the CTA could use their money more efficiently.

Why was evening service cut on 59th Street? I need weekend service on that street.

CTA #173 bus is very problematic. There is no discernable schedule. It's my main way from Hyde Park to downtown. A lot of University of Chicago students rely on it and it is a big hassle.

I take the #156 bus. Coming home from work, buses are always being re-routed off the route and the bus is terribly delayed. They should STICK to the schedule!

Use #3 King Drive bus to get to school. Please don't cut that. The CTA is cutting routes in black neighborhoods.

Transit – continued

This neighborhood needs more frequent bus service. There aren't nice bus shelters either like they have downtown.

Do not decrease CTA service. The Red Line needs a good cleaning, the cars smell terrible. We quit riding our bikes because it is getting too congested.

More stations like Millennium Park.

Buses should run on a schedule!

CTA should charge a flat fee each time a person gets on a bus or subway, and eliminate transfers. A smaller fee of 50 cents would pay off with riders who only want to go a few stops. People who take two buses and the "L" would still be paying \$1.50, for example.

Need more bus shelters with seats, especially for the elderly.

My bus service stops too early in the evening. Then I can't connect to the "el".

Very upset about CTA service cuts.

Don't cut the money for buses and trains. Don't raise the fares.

Buses should run on more regular schedules. Lots of times there are long waits then three buses come at once.

Keeping fares down helps people with smaller incomes.

I rely on the bus to go to work and the #4 Cottage Grove bus service is "lousy". I wait 30 to 45 minutes for a bus to ride 10 minutes.

I like my CTA fare card. Chicago is not a bicycle friendly city as far as street riding goes, compared to other cities I've ridden my bike in.

Transportation cuts - I am concerned.

Buses should run later in the evening.

I had one bus service discontinued; I hope to not have another one discontinued.

Bus route--west 103rd-- will be axed and I am very upset.

CTA bus drivers are not very nice. They will pass you up when you're waiting at the bus stop.

I get around on the CTA when I do get around.

The CTA needs to have buses running 24 hours. I only take CTA and they need longer hours and cleaner 'L's.

Keep prices on CTA the same.

I would like to see more cameras on buses.

Transit – continued

I used to have a bike but since I'm in my late 40s I don't have the energy to ride a bike. Instead I take the CTA, which is not good, but I have no other choice.

CTA fares are too high.

At 39th and Wentworth, there are no buses. Also there should be more types of transportation for those who need to go shopping and for the elderly.

No one in my house takes the CTA or any public transit since I have a private driver. No one has had a bike for awhile.

The 115th Street bus runs way too slow.

Tell the buses and the EI to be on time.

I am 84 years old and when I go out I take a 54 seater, but I see no problems with bikes in the city.

CTA should have smaller buses doing slower times.

There's not a good way for me to get to work on public transit (I live in Wicker Park and work on the Far South Side).

I'm not crazy about the CTA, but I'm praying on it.

Near public transportation, the EI is great.

I use CTA paratransit, and they do a good job.

I am worried about possible future CTA cuts in service.

Need schedules for buses that are more accurate. Also need more frequent buses.

Public transportation is great.

I use public transportation - bus and train.

Bus service is good.

CTA bus delays are a problem.

CTA provides good service.

Public transit costs too much and it should be more punctual.

CTA is terrific. Biking helps to save the environment and it's a good way to get around. They keep putting more and more bike racks and that's just great.

I think a bike is much better than anything else, because the CTA is a "sometimes" system-- sometimes it's on time, sometimes it's not.

Suggested Improvements

Chicago is a better bike city than most. We could have more bike parking in downtown Chicago.

We need more city-sponsored bike group/trips in the entire metro area, broken up by age groups.

We need to encourage youth centers to do bike rides. Organize youth with paid staff to learn about bikes and to appreciate bike usage.

More dry cleaners downtown would make it easier to bike to work. More lighting on bike paths and lanes would help too. The CTA should give out info on how to use bike racks on buses. I want to use the racks but do not know how and do not want to hold up a whole bus full of people.

Bike routes and the streets are dangerous. Instead make sidewalks wider to be safe for walking and biking.

Turn city owned golf courses into mountain bike trails!

There should be more bike parking.

This is a good survey. A rise in gas prices would increase bike riding.

I would like to see more bicycling options in the Beverly /Mt. Greenwood area. It is a big hassle to drive van down to area where bike lanes are. Happy with the way downtown looks.

More secure bike parking so I could have a better bike that wouldn't get stolen.

I think that more bike facilities downtown and showers downtown would be helpful to many people.

We need more underpasses for biking. The city is doing a great job getting people to bike more often. Taking bikes on buses and public transportation is great. We need to tell more people about that option. We need more continuous paths along the river.

If there were places downtown, besides Millennium Park, to shower and change I would ride my bike to work!

More safety measures on the roads, and more bike lanes on the roads to provide more safety.

More inside bike racks.

They should make paths under the city for bicyclists.

Our streets should be made more biker friendly, and we need better signs marking bike lanes, both for the sake of bicyclists and drivers.

Chicago is on its way to being a good biker's city but we need more bike racks!!

We need more bike lockers for bicyclists.

Suggested Improvements - continued

I have ten suggestions:

1. More bike racks on buses. I used to live in Seattle, where all buses had bike racks, which was incredibly helpful. They gave you time to put your bike on and using the racks was the norm.
2. Expanding the times during which you can bring bikes on El.
3. Expanding public transport on the south side in general.
4. Maintaining roads better.
5. Higher fines for hitting bikers, included in a bicycle share-the-road awareness campaign.
6. Midnight bike rides to celebrate bicycles.
7. Bike routes to mirror major highways, especially on Westside.
8. Bike buddy programs to pair people with others who already commute to teach to bike safely.
9. Make existing public transportation more secure so can ride bikes to the south side public stops.
10. Provide a list of used bike stores; auction off used bikes.

I have these suggestions:

- Additional bike lanes in the city; namely, more East to West routes.
- Non-contiguous off-street trails are annoying, specifically along the Caldwell Corridor along Devon (which is a county bike path); it would be nice to have a better connector/tie-in with city streets to that trail-head.
- There is a good bike route on Lakeshore to Evanston, but taking Sheridan is a nightmare; the city should coordinate with Evanston on another route that is further west in the city.
- Indiana Street has great bike routes, but it's not connected to the south side of Chicago; a better tie-in to this bike route would be great.
- More Millennium Park-type bike facilities would be great, located further west in the downtown area, perhaps at a location like the YMCA near City Hall.

Appendix C: Respondent Comments - CDOT 2005 Bicycle Users Survey

Miscellaneous

Please let me know of the results of the study.

Quit taking all the parking spaces away.

Sorry I was so long in getting this done.

My kids used to ride their bikes when they were younger, but now that they're 16 they use my SUV to drive around.

If the city would make it easier for people to bike they will bike more.

Transportation is too slow in the city.

Keep the streets salted and free of snow this winter.

Work on getting air pumps around city.

Hispanic was left off as a choice for Ethnic Group.

I walk often.

I live in high rise at Randolph & Michigan. Drivers don't realize that street is a dead end and doesn't go through to Lake Michigan or Lake Shore Drive so they have to backtrack. Signs need to be clearer.

Bicycle got stolen. The police never found it. I never replaced it.

I am in a wheel chair and don't bicycle. Someone has to come and take me outside. But thank you.

There are no bicycle features available in my area.

Don't have much experience with bikes other than as a child.

We would like for each of us to get a bike. We just haven't gotten around to putting the money into it.

I am a senior and can't ride a bike.

Your survey should include education as one of the basic demographic questions. That could be an interesting correlation for you.

I know people enjoy riding on the lakefront but I am just too old now.

You need to improve the streets. Do you have a direct line to report street damages like a hotline?

Traffic is heavy and the railroads are annoying during the busy parts of the day.

I am 80 years old. My neighbors have bikes but I don't mind them.

I have a chauffer, but thanks.

We'd ride bikes if we had better knees.

Miscellaneous - continued

They need to give the senior citizens a free pass to ride the bus once a year.

I haven't been on a bicycle in many, many years.

I don't like to go downtown because its so congested.

No complaints about traveling in the city.

Big potholes are dangerous. There is one on my street that is very bad and the alderman and 311 haven't done anything to fix it. Can the Chicago Department of Transportation fix it?

The potholes in the winter are crazy. They should be fixed quicker.

I like walking.

This kind of survey is very good and can be useful especially during the summer time when people tend to ride more.

This survey is very good; everyone can benefit from this work.

Thanks a lot to the Chicago Department of Transportation for taking care of this issue.

Fix the potholes!

I used to enjoy bicycling very much.

I am self-employed. My kid's school is near home. My only complaint is gas price but I am content with my current means of transportation.

I like biking but this traffic makes it impossible, all these cars... some people have two and three cars.

Chicago is a beautiful city with a great lakefront. I would like to see more bike stations and racks along the lakefront and at park events. In addition to the survey, I have this thought. On nice days there is a lot of bike traffic on the lake front and nearby areas, far more than anywhere else. I think that there is a lot of money wasted on street bike lanes that are never used (such as on South Chicago) instead of spending the money where most people choose to ride.

Public transportation does not have an impact on traffic. I am not happy with the CTA, so it doesn't make a difference. Lake front trail is great in the summer, but it can be dangerously packed in the summer. Bikers may benefit from a dedicated trail. I would use it more if there were two separate lanes for walkers and riders. The info is not out there about where bikers can change or shower in the city. I would bike more if I knew the shower locations. Cars should be ticketed more aggressively when they affect bikers. I am afraid to bike on many of the roads in Chicago. I like the sound of being paid to bike to work or school. The city should offer bikers cool features that could improve a bike, like a helmet or flashing lights instead of paying bikers. Just to show appreciation from the city as a biker would be beneficial. The bike to work rally is only downtown and not in more remote areas of the city. My husband bikes everyday but does not work downtown. I think that they miss people in certain parts of the city that can not be exposed to these certain things. Biking on busy roads is the biggest thing that prevents me from biking.

Security

The lakefront is just horrible, way too crowded. I would bike to work more if there were more secure parking.

I have had two bikes stolen and would like to see better bike protection.

In my lifetime, I've had about seven or eight bikes stolen from me, all in the city.

We need more security on the roads. Bicycles are stolen very often.

Anybody can steal your bicycle. We need more secure parking.

We need improvement of security.

I am concerned about having had several bikes stolen, and about drivers not watching for bicyclists.